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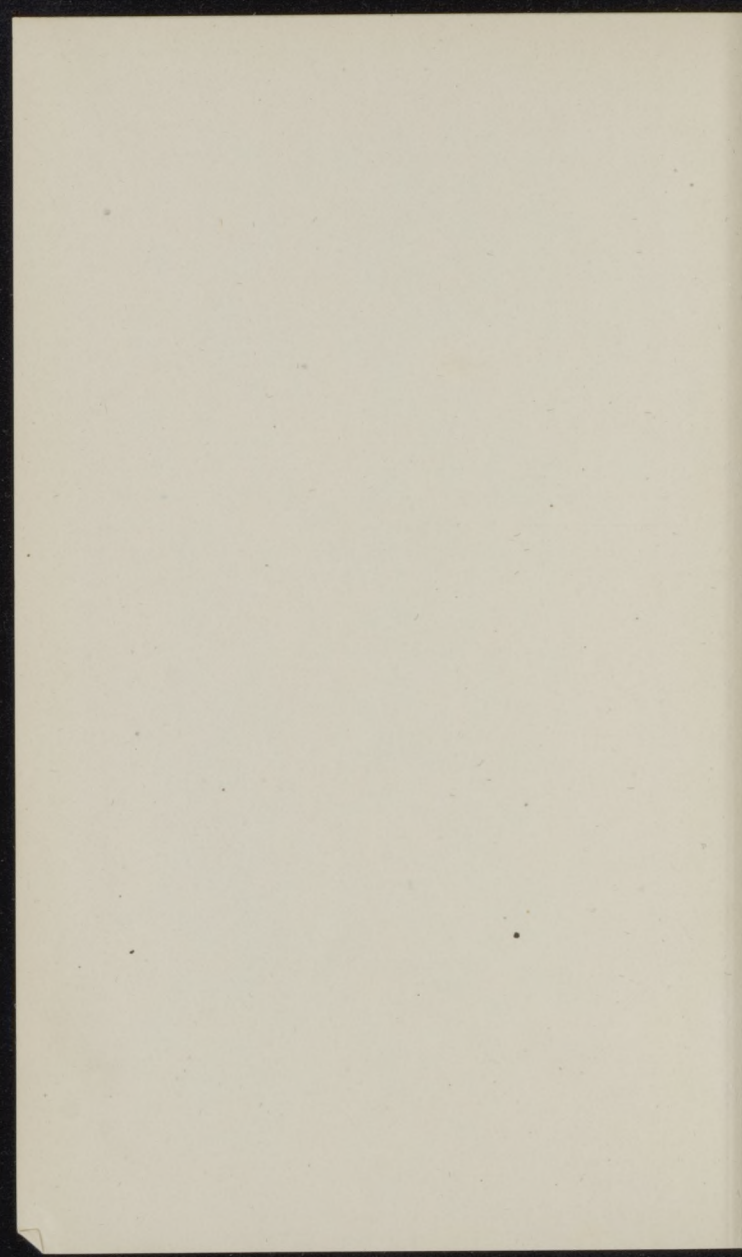
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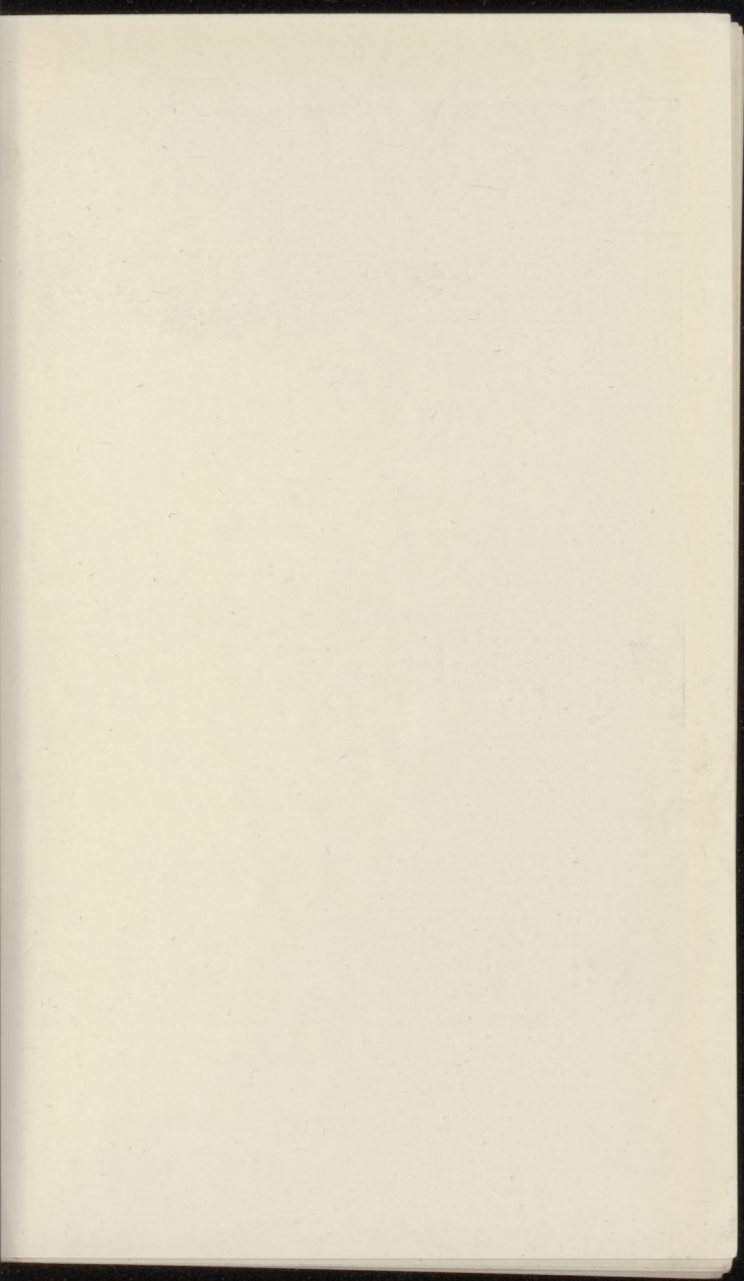
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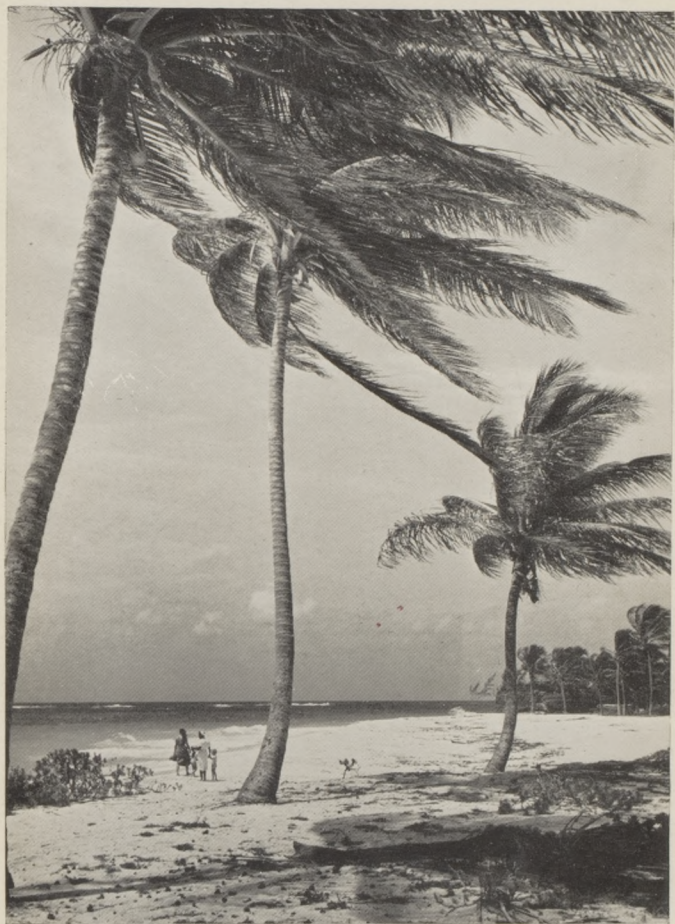
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THE POCKET GUIDE TO
The West Indies

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A BATHING BEACH IN BARBADOS

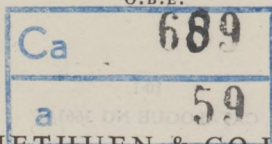
THE POCKET GUIDE TO
The West Indies

AND
BRITISH GUIANA
BRITISH HONDURAS
BERMUDA
THE SPANISH MAIN
SURINAM
THE PANAMA CANAL



BY
SIR ALGERNON ASPINALL
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REVISED BY
PROFESSOR J. SYDNEY DASH
O.B.E.



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NOTE
TO K.A.
TO THE TENTH EDITION

The revised edition of a book which has proved its usefulness to scholars in America and the Caribbean for close on half a century has been made necessary by the far-reaching changes which have taken place in those territories since the last edition was published in 1939. In carrying out the revision, Professor Sydney D. D. has largely followed Sir Alexander Argue's previous policy in the historical and geographical sections, but the Introduction is entirely new, and nearly all the remaining sections have been extensively revised, and in some cases rewritten, in view of the changes affecting the area and the increasing importance of the islands. A number of the changes relating to the islands have been omitted together with the appendices which were a feature of the earlier editions.

TO K.A. [illegible]
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PUBLISHER'S NOTE TO THE TENTH EDITION

THIS revised edition of a book which has proved its usefulness to visitors to Bermuda and the Caribbean for close on half a century has been made necessary by the far-reaching changes which have taken place in those territories since the last edition was published in 1939. In carrying out the revision, Professor Sydney Dash has largely retained Sir Algernon Aspinall's narrative, notably in the historical and topographical sections; but the Introduction is entirely new, and nearly all the remaining sections have been extensively revised, and in some cases, rewritten. In view of the changes affecting transport to the area and the fluctuating cost of living, a number of the figures relating to charges have been omitted, together with the appendices which were a feature of the earlier editions.

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With the exception of those acknowledged above, the modern photographs are reproduced by courtesy of The West India Committee.

INTRODUCTION

THE last revision of this popular Guide took place in 1939. It coincided with the beginning of a period which has since developed into one of the richest in achievement in West Indian history. Political and economic changes have been rapid and far-reaching, and growth in population has been phenomenal as a result of progressive improvements in health and living standards, to which increased social welfare and more efficient control of malaria and other devitalising diseases have made important contributions.

Educational facilities too are improving. Outstanding developments in this field have been: the establishment in Jamaica of the University College of the West Indies; expansion of the research and teaching facilities of the Imperial College of Tropical Agriculture, Trinidad; creation of a Farm Institute in Trinidad for the training of practical workers and farmers in the Eastern Caribbean; strengthening of the Agricultural School in Jamaica; extension of secondary and elementary education in a courageous effort to meet the requirements of an increasing population; a greater awareness of, with initial efforts towards satisfying, the need for technical and vocational training leading to the opening of fresh avenues of employment.

In the chapters which follow will be found succinct information on the industries in the different territories. The main staples such as sugar and its by-products, cacao, bananas, and cotton, together with progress in the mining and petroleum industries, receive fuller treatment—commensurate with the limitations of a Guide—in Chapter XIX. Space forbids little more than passing reference to a number of processing and manufacturing industries which have developed or are developing in some of the Colonies.

While World War II brought ruin, hardship, and untold difficulties to the world in general, the West Indies, compara-

tively speaking, were little affected. On the other hand, the war brought considerable economic benefit to the islands. Their balmy climate and peaceful atmosphere stimulated an inflow of visitors, some to settle permanently, others to spend the winter months or visits of shorter duration. Whatever the changes the last decade has seen, the hospitality and warm welcome are still as matchless as they always were, and remain indelible in the minds of those who come to the West Indies either for health, for pleasure, or for business.

But the tourist trade is just one of a series of economic wind-falls. In those territories producing the raw commodities of commerce and industry, of which agriculture is the key, the benefits from advanced prices have been incalculable. In the sugar industry, for example, the economic mainstay of the larger territories, price guarantees, together with purchasing agreements covering a period of years which have been entered into with the United Kingdom Government, have given a stability to the enterprise which it has not previously enjoyed. The early history of the sugar industry was one of recurring crises; its long-range nature and importance as an employer of labour had not always secured adequate recognition. The greatly increased returns for the raw product, more efficient application of research resulting in rising yields and, now, these contractual agreements, have not only permitted re-conditioning of processing plants (seriously neglected as a result of war conditions) and the erection of new ones where conditions justified, but have brought a change in outlook enabling a large portion of the price gains to be passed on to cane growers, labour, and employees generally. The result has been a general stabilising influence in the whole field of human relationship as between capital, management, and labour.

While the indications of advance outlined above may seem highly satisfactory, the British West Indies are faced with a number of problems which must continue to cause anxiety to the administrations of these islands, loosely knit units as they are, but, nevertheless, possessing many problems in common. Outstanding perhaps is the progressive increase in population. Emigration from some of the territories, whatever form fresh development takes, seems imperative. Living space alone

makes a population movement obligatory in certain cases. Associated with this question is the possibility of some Territories being faced with an unemployment problem of some magnitude, unless steps are taken to relieve the rapidly growing congestion. Meanwhile, there continues to be a movement of seasonal labour to the United States, and British Guiana and British Honduras have been examined as possible areas for re-settlement of surplus populations. Developments, however, are bound to be slow and difficult.

On the productive side, the most important deficiency is in local food supplies. Accustomed by tradition to be producers of export staples and importers of foodstuffs, the need for a comprehensive orientation of agricultural policies is still largely in abeyance. The ruling prices for export staples are sufficiently rewarding at present to keep food crop production in a state of flux. Some sort of reciprocal arrangements between the various units in the area would help to solve this elusive problem. Meanwhile, there is a continuous rise in the cost of living.

To turn from the economic picture to the political, the changes which have taken place in the different Colonies are referred to in greater detail elsewhere, but in general, the tendency is towards responsible government wherever political consciousness and economic progress justify it. Perhaps the most remarkable change is the adoption of universal adult suffrage in every Territory. Elected representatives are in the majority in legislative bodies. A form of ministerial responsibility has been initiated in Trinidad and Jamaica, and was recently introduced into Barbados. The Leeward Islands have advanced in that direction by adopting a committee system. Meanwhile, West Indies federation is being actively pursued as a matter of major administrative policy by all except the two continental Territories; the outcome of the movement is still uncertain in view of the divergent political and economic considerations involved. The question of unification of the public services in the area is closely associated with federation proposals. The unification of customs legislation and practice together with the adoption of a common exterior tariff is also under discussion. One notable

advance has been the adoption of common currency for the Eastern Caribbean British Territories.

Apart from the effect of post-war conditions on the economic picture, the motive force responsible for most of the advances briefly chronicled above has been the Colonial Development and Welfare Acts of the United Kingdom Parliament, together with the setting up of an organisation to advise on the application of the West Indies allocations. A Comptroller directs the Development and Welfare Organisation, which has its headquarters in Barbados, and he is assisted by a staff of advisers. The first Act of 1940 authorised an expenditure of 55 million pounds sterling over 10 years on 'schemes for any purpose likely to promote the development of the resources of any Colony or the welfare of its people'. In 1945, there was an extension of the first Act with increased financial provision in the sum of 120 million pounds from the Imperial Exchequer. A substantial part of this was also allocated to the Caribbean Colonies.

The origin of these important movements towards ameliorating the unsatisfactory conditions resulting from the economic depression of the middle 'thirties and the disturbances which followed dates back to the Report of the West India Royal Commission, 1938-9. This Commission was set up by His Majesty's Government to investigate social and economic conditions in the area and to make recommendations. The enquiry also stimulated considerable discussion on political questions. Advances in this field have proceeded *pari passu* with the general uplift provided by the Development and Welfare Organisation in matters of closer regional understanding together with development in the economic and social spheres. From its inception in 1940 to 1946, the allocations under the Act for various schemes in the West Indies amounted to nearly 12 million pounds sterling; allocations since the 1945 Act came into force now total some 21 million pounds. The 25 heads of expenditure cover a wide range of developmental and research activities in keeping with the objects of the Act.

One of the indirect benefits of the Development and Welfare Organisation was the establishment in 1942 of an Anglo-American Caribbean Commission to consider problems of

social and economic development in the Caribbean. This body was expanded in 1945 to include other metropolitan governments with responsibilities in the area—France and the Netherlands—and its name changed to the Caribbean Commission.

The organisations described above were further augmented in 1948, under the terms of the Overseas Resources Development Act of the United Kingdom Parliament, by a Colonial Development Corporation. Its function as defined by the Act emphasises development rather than profitable development, especially in fields which private enterprise has found unattractive. By the end of 1951, the Corporation was engaged in sixteen operational undertakings in the Caribbean and North Atlantic Colonies.

In closing this general background review of recent progress, it would be remiss not to make reference to the agreements signed in 1940 between the Governments of the United Kingdom and the United States for the lease of naval and air bases in certain British Colonies in the North Atlantic and West Indies as part of the Western Defence Plan. Such bases have since, for the most part, been handed back to the local governments, with certain restrictions regarding future use, and now form an integral part of the civil air communication systems which have become necessary with the increase in this mode of travel.

The West India Committee in London is still the leading authority in matters affecting the interests of the British West Indies. Its activities continue to expand over a widening field. Visitors in search of data on any subject touching the various Territories are warmly welcomed to its offices at 40 Norfolk Street, London, W.C.2. Maintained by private subscription chiefly, it can speak with an unrivalled knowledge, its records dating back to 1778. A Royal Charter was granted in 1904 by King Edward VII. It has long been the mouthpiece of trade and industry for the British Caribbean in the mother country.

The work of the West India Committee has been reinforced recently with the creation, by West Indian Governments, of the Office of Trade Commissioner to the United Kingdom. The co-operation of these two bodies has been fully assured

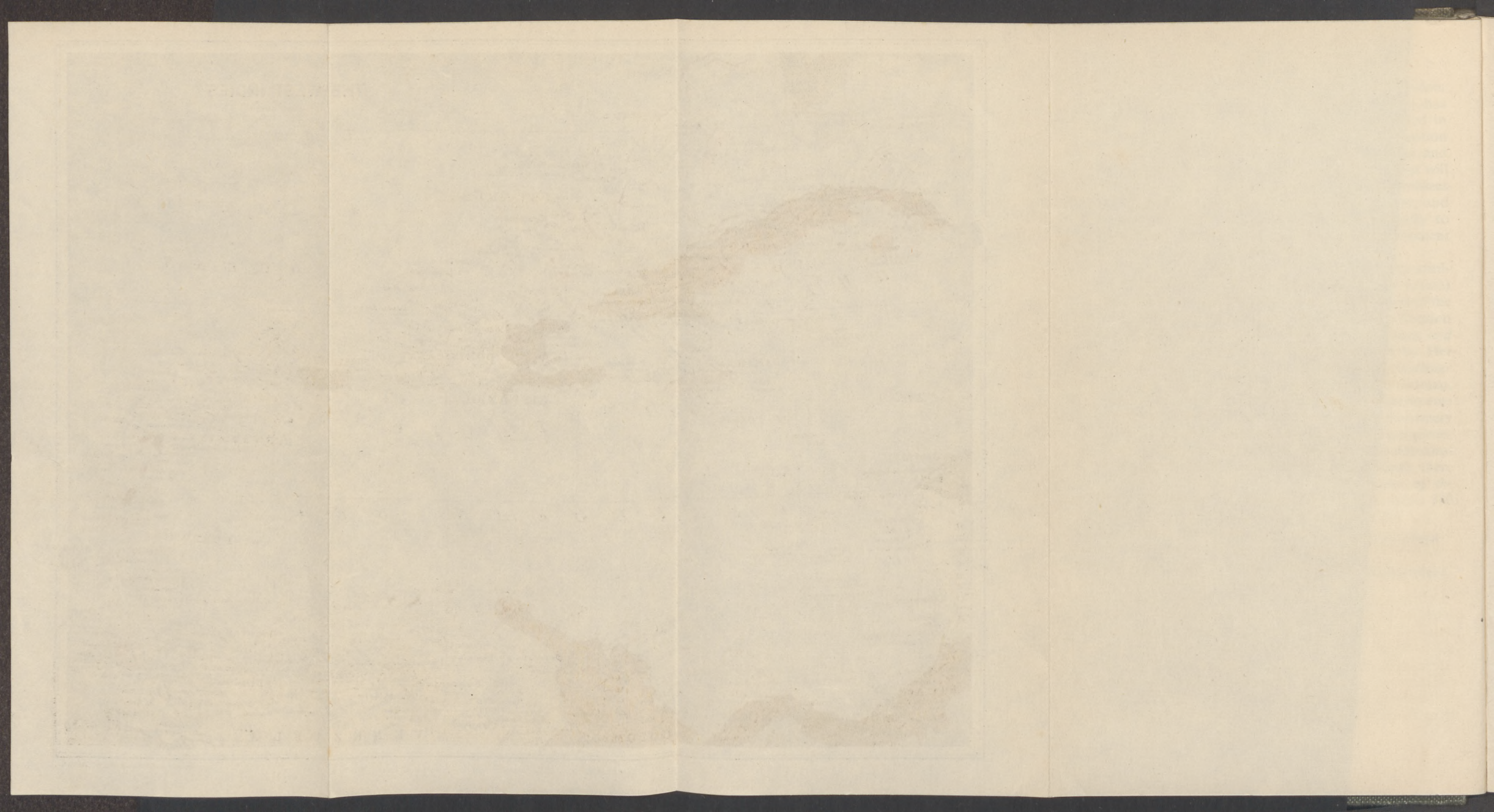
and the offices of the latter are at 31, Kingsway, London, W.C.2. The Office of Trade Commissioner to Canada has been in existence for many years. Conveniently situated in the Board of Trade Building, Montreal, a cordial reception awaits the interested enquirer by Mr. C. R. Stollmeyer and his aides. In addition, the travelling public and the tourist will find local Development Boards and Publicity Committees active on their behalf when they reach their destination, and eager to serve them individually. This applies equally to chambers of commerce, commercial banks, and Government departments.

Finally, there is a good deal of documentary literature available, supplementing the books (mostly history and fiction) noted in Chapter I. Prominent among these are: *Reports* of the Development and Welfare Organisation, published in London and Barbados; *British Dependencies in the Caribbean and North Atlantic, 1939-52*, published as Cmd. 8575 by Her Majesty's Stationery Office, London, price 3s. 6d.; *Challenge to the British Caribbean*, published by the Fabian Bureau, London, price 2s.; *Annual Reports* of Colonial Governments in the Caribbean, obtainable from Her Majesty's Stationery Office and Government secretariats in the Colonies themselves. And, as a reference volume of considerable size and statistical scope, deserving a place on every business man's desk, there is the *Year-book of the West Indies and Countries of the Caribbean*, published by Thomas Skinner & Co., Ltd., 330 Gresham House, Old Broad Street, London, E.C.2.¹

J. SYDNEY DASH

¹ Assistance from all these sources is hereby gratefully acknowledged.





CHAPTER I

GENERAL INFORMATION

The West Indies: Position and Names: Geology:
Climate: Health: Population: Religion: Lan-
guage: Books: Expenses: Money: Banks:
Food and Drinks: Meals

THE West Indies are a chain of islands varying in size from 44,178 square miles, the area of Cuba, to an acre or less.

They extend in a curve for over 1,600 miles from off the south-east coast of Florida to the northern shores of South America—the Spanish Main of history and romance. They hold in their embrace the Caribbean Sea and lie across the trade routes to the Panama Canal. The islands owe their name to the fact that when Christopher Columbus discovered them he believed that he had reached India by a western route. They have also been called the Antilles after Antilla, or Antiglia, a mythical land which was believed to exist in the west, and appears on ancient charts about two hundred leagues west of the Azores.

Jamaica, Cuba, Hispaniola or Haiti, and Puerto Rico form the Greater Antilles, and the semicircle of smaller islands to the east the Lesser Antilles. The Spaniards called the Lesser Antilles, which are exposed to the prevailing north-easterly winds, the Windward Islands (*Islas de Barlovento*), and the Greater Antilles the Leeward Islands (*Islas de Sotavento*), from their more sheltered position. This classification is used no longer, the terms Windward and Leeward being now applied to two entirely different groups of British islands.

Cuba, an independent republic, which has as a dependency the Isle of Pines, is by far the largest of the West Indian islands. Next in size is Hispaniola, comprising Haiti at the western end and the Dominican Republic.

The British Colonies in the archipelago are the Bahamas;

Barbados; Jamaica with the Turks and Caicos Islands and the Cayman Islands; Trinidad and Tobago; the Windward Islands, comprising Grenada, St. Lucia, Dominica, St. Vincent, the Grenadines; and the Leeward Islands, namely Antigua, Barbuda, Redonda, St. Kitts, Nevis, Anguilla, Montserrat, and the Virgin Islands.

The two American dependencies are Puerto Rico and the Virgin Islands of the United States, the latter comprising St. Thomas, St. Croix, St. John, and some neighbouring islets. Guadeloupe (with its dependencies Marie Galante, the Saintes, Désirade, and Saint Barthélemy) and Martinique are French; Curaçao and its dependencies are Dutch; St. Martin is owned jointly by the Dutch and French; and Margarita is Venezuelan.

Bermuda, British Guiana, and its Dutch neighbour, Surinam, on the north coast of South America, British Honduras in Central America, and the principal ports on the Spanish Main, having much in common with the West Indies, are also dealt with in this Guide.

GEOLOGY. Most of the West Indies are of volcanic origin, but some are of coral formation. Many of the almost land-locked harbours are obviously craters of extinct volcanoes.

The islands are the peaks of a submerged range of mountains, known to geologists as the Caribbean Andes, which at the beginning of the Tertiary Period formed a link between North and South America. This was proved by the discovery in Georgia and Carolina of fossilised remains of animals which still exist in South America, by the similarity of tribal habits and customs of the Indians of Guiana to those of the North American Indians, and by traces found in Guadeloupe of the *Megatherium*, a prehistoric animal which could not have existed within the narrow limits of a comparatively small island. At this period the position of the Isthmus of Panama was probably occupied by a group of islands, of which one at least, now represented by Ancon Hill overlooking Panama City, was of volcanic origin. It is believed that when the isthmus was formed the land was much higher than it is to-day, borings made by the Canal engineers having shown the existence of old channels of the Rio Grande and Chagres a few hundred feet below sea level.

The subsidence which caused the present physiographic condition of the Antilles was probably gradual. That the first result was the formation of a large island occupying the site of Cuba, Jamaica, Haiti, and Puerto Rico has been demonstrated by soundings and by the distribution of flora and fauna. The bird known in Jamaica as the 'Green Tody', for example, is found in all four islands but nowhere else.

There are petroleum and manjak deposits in Barbados and Trinidad, the latter having an additional source of wealth in its famous asphalt or Pitch Lake. Gold, diamonds, and bauxite are worked in British Guiana, bauxite in Jamaica, and the oilfields of Venezuela are famous. Many of the islands have mineral springs and sulphur deposits.

CLIMATE. The climate of the West Indies as a whole is healthy for Europeans throughout the year, especially during the winter when the north-east trade-wind blows.

The **Trade-winds** are caused by air flowing in from north and south of the Equator to replace air rising over the warm Equatorial belt, and by the airflow from the north being apparently deflected in its course to the west by the rotation of the earth in the opposite direction, thus causing the north-east trade-wind, while the air-flow from the south is also apparently deflected to the west, becoming the south-east trade-wind.

These currents are believed to be influenced by the anti-cyclonic circulation of the air round the permanent high-pressure systems centred in or near the calm belts known as the **Horse latitudes** (30° N. and 30° S.). The north-east trade-wind lies mainly between latitudes 10° and 28° N. over the western half of the Atlantic.

The **Rainy season** usually sets in about June and lasts until the end of the year, with a break in August or September, or later in British Guiana; but days without sunshine are rare, and it is usually possible to predict rain. The nights are beautiful, the moon and stars shining with a brilliance unknown at home. It must, however, be admitted that the Southern Cross, which does not rise high above the horizon in West Indian latitudes, generally fails to come up to the expectations of travellers who have heard of its glories in the southern hemisphere, Orion being justly regarded as far more magnifi-

cent. Orion figures on the badge of the West Indies Cricket XI.

The islands are subject to occasional **Hurricanes** in August, September, and October; but they do not come without a warning fall in the barometer, and notice of their probable approach is signalled from stations of the United States Weather Bureau in the larger islands and also Belize, British Honduras. There is an old Negro adage concerning hurricanes which runs:

June, too soon.

July, stand by!

August, come it must.

September, remember!

October, all over.

Hurricanes causing serious damage or loss of life are not frequent in any given place. The most recent occurred in the Leeward Islands in 1950 and in Jamaica in 1951. **Volcanic eruptions** have been confined in modern times to Mont Pelé in Martinique and the Soufrière in St. Vincent, both of which had been quiescent for many years prior to an outburst in 1902. Seismic movements are generally so slight as to be scarcely noticeable.

HEALTH. There are well-qualified physicians in all the West Indian islands, British Guiana, British Honduras, and Bermuda, but tourists who adopt the usual precautions should not need their ministrations. It used to be said that the best way to ensure good health was to keep the pores of the skin open and the mouth shut! Thanks to the trade-winds, the heat is felt far less than it is at the same temperature in New York or London, and sunstroke is almost unknown. Visitors should not, however, expose themselves to the direct rays of the sun. Exercise in moderation is beneficial. A thorough wetting by the rain, and chills at sundown, should be avoided.

Malaria in a mild form is found to a small extent in most of the islands, but the campaign against the carrier mosquito, the *anopheles*, has reduced the incidence to almost vanishing-point in some places. Barbados and Tobago, for example, are free. Even in the continental Colonies, such as British Guiana, many residents do not bother to sleep under mosquito-nets. However, hotels and guest-houses provide nets, and visitors

should use them as a precautionary measure, if only against annoyance. In any case, newcomers are not usually susceptible until they have lived for at least ten or twelve months in the West Indies. The same applies to the *aedes* mosquito, the vector of yellow fever, now rarely heard of in these parts. In general, sanitary arrangements have improved so much that the rapid increase of population in practically all territories is becoming a greater problem than mosquito control where efficiently carried out by modern methods.

The West Indies are remarkably free from infectious diseases common in temperate climates, and from ailments commonly associated with a northern winter.

POPULATION. The population of the West Indies is cosmopolitan, including Negroes, East Indians, Chinese, Corsicans, and Portuguese; besides the English, Spanish, French, Dutch, and Danish colonists and their descendants, and latterly, too, Americans. The larger islands—Cuba, Jamaica, Hispaniola, and Puerto Rico—when discovered were inhabited by a gentle, timid race, the Arouagues or Arawaks, while the smaller islands were peopled by Charaibes or Caribs, who arrived from unknown parts in fleets of canoes. The Arawaks were soon exterminated; but the Caribs were for many years a source of trouble. There are still families of almost pure-blooded Caribs in Dominica and a few in St. Vincent, where nearly all the remaining Caribs lost their lives during the Soufrière eruption in 1902. The survivors are now desirable members of their communities. In British Guiana there are still many aboriginal Indians, including Arawaks, Macusis, Arecunas, and Ackawois.

Soon after the European occupation of the islands the want of labour was felt severely, and slavery, started by the Portuguese in 1481, was adopted by Spain for the West Indies, the first slaves being imported by the Spaniards to work the mines of Hispaniola before 1503. The monopoly of the slave trade was given by Charles V in 1517 to a Flemish courtier, from whom it passed to Genoese merchants, and then to the Portuguese.

Sir John Hawkins began slave trading in 1562, and Sir Francis Drake followed in 1568. At the end of the sixteenth

century the Dutch took up the trade, and in 1662 and 1672 English 'African Companies' were formed to conduct the traffic. In 1688 the African slave trade was thrown open to all Englishmen, and at the end of the seventeenth century 25,000 Negroes were imported annually in British ships into the English colonies. In 1713 the English obtained the famous *Assiento* or contract to supply Spanish America with slaves. The South Sea Company, which secured the contract, was pledged to pay duty for every slave it imported into the Spanish West Indies, and it was arranged that the King of Spain should receive one-fourth of the net profits. The monopoly did not pay, and a claim for £68,000 preferred against the English Company by the King of Spain in 1739 led to war, and though, by the Treaty of Aix-la-Chapelle in 1748, the agreement was renewed for four years, it was finally annulled in 1750 on the payment by Spain of £100,000 as compensation.

Agitation against the slave trade began in earnest towards the end of the eighteenth century, the first motion against it being made in Parliament in 1776. The Society for the Suppression of the Slave Trade was founded in 1787, and an active campaign was carried on by Wilberforce, Clarkson, and others. In 1807, at the instance of Lord Grenville, an Act was passed for the abolition of the trade. Slavery, however, still continued; but in 1834 this, too, was abolished. The famous Act, which received the Royal assent on August 28th, 1833, laid down that all slaves in the British Colonies were to be freed on August 1st, 1834, but were to be apprenticed to their former owners until 1838, and in the case of agricultural labourers until 1840. £20,000,000 was voted as compensation to the slave owners at the Cape, in Mauritius, and in the West Indies, the proportion allotted to the last-named Colonies being £16,640,000, a figure short of the value of the slaves as appraised by the Commissioners by £26,460,000. The capital invested in land, cultivation, buildings, and machinery upon the estates could not have been less than £80,000,000. Antigua and Bermuda discarded the apprenticeship system altogether, and it was in no case continued after 1838.

Slavery was finally abolished in the French colonies in 1848, in the Dutch West Indies in 1863, in Puerto Rico in 1873, and

in St. Thomas in 1876. Slaves were gradually emancipated in Cuba by an Act of the Spanish Senate of December 24th, 1879, which came into force on February 18th, 1880, and the total abolition of slavery in Cuba was obtained by a decree dated October 6th, 1886.

After the total abolition of slavery in the British Colonies, shortage of labour became acute, and efforts were made to supply the deficiency by importing free labourers from Havana, St. Helena, Rio, and Sierra Leone, but without success. In 1838 immigration from India, begun in 1837, was prohibited. The ban was removed in 1845, when the introduction of East Indians into British Guiana and Trinidad under indenture started. It continued annually—except in 1849–50—under the control of the Colonial and Indian Governments until 1917, when it was terminated by the Government of India. Similar immigration into Jamaica began in 1845, and into St. Lucia in 1859; but it continued only intermittently.

In 1853, Chinese were introduced into British Guiana and Trinidad, and in 1854 some arrived in Jamaica. In 1867 such immigration discontinued, because the Chinese Government insisted upon return passages being conceded. Another ship-load, however, reached British Guiana in 1874. Many Chinese remain in the Colony, where they are closely concerned with retail trade.

The brief histories of the various Colonies on subsequent pages indicate the origin of the white population. In the days of slavery each slave owner was compelled to employ a certain number of white servants to serve in the militia, and these men helped to swell it, while Oliver Cromwell sent out many Irish prisoners, notably to Nevis and Montserrat; and Barbados received an influx of Royalists during the Commonwealth. Many English gentlemen, Royalist officers, and divines were sent out to the island and sold as slaves, and it is recorded that a number changed hands at a price of 1,500 lb. of sugar per man! In 1685, after the battle of Sedgemoor, hundreds of the followers of Monmouth, tried at the Bloody Assize, were sent to Barbados by Judge Jeffreys. Their descendants, known as 'mean whites' and 'red legs', are still there.

After the American Revolution many loyalists emigrated

to the West Indies with their slaves. Jamaica and the Bahamas were particularly favoured, and it is estimated that the Bahamas gained from 6,000 to 7,000 new inhabitants between June 1783 and April 1785 in this way. In the nineteenth century many Portuguese from Madeira and elsewhere settled in the islands, and in 1840 a Mr. King imported twenty-nine Germans into St. Lucia. Syrians are found in Jamaica and other islands. They went out at their own expense and became pedlars, many amassing fortunes. In Cuba the white population consists mainly of descendants of old Spanish families and immigrants from Spain, who still flock to its former possessions. There is also a considerable American population, while in Puerto Rico Americans have settled in large numbers in recent years.

The term 'creole' is often believed to apply only to people of coloured descent. This is incorrect. A creole is anyone born in the West Indies. Thus, a child born there of white parents is a creole. The term is applied to animals and produce, and a creole cow, a creole dog, or creole corn are spoken of.

RELIGION. To whatever sect they belong, visitors will find their religious wants provided for. In most of the islands and the countries on the Main, which were formerly under Spanish domination, Roman Catholicism prevails. The British Colonies, except those taken from France or Spain, are mainly Protestant. The Anglican Province of the West Indies comprises the dioceses of Jamaica, Barbados, Antigua, Guiana, Nassau, Trinidad, the Windward Isles, and Honduras. Bermuda also has a bishopric. In Jamaica the Church of England was established in 1662, but in 1870 a law was passed providing for its gradual disendowment. The Baptists and Wesleyans are next in importance in order of the size of their congregations. Presbyterians and Moravians have a large following, and there are also Roman Catholics and Jews in the island.

In Barbados most of the inhabitants belong to the Anglican Church, which is endowed from general revenue. Small government grants are given to the Wesleyans and Moravians, and to the Roman Catholics. In Dominica the inhabitants are principally Roman Catholics, whose bishop resides at Roseau. The people of the Virgin Islands are mainly Wesleyans. In St.

Lucia Roman Catholics predominate, and their church is supported out of general revenue. In St. Vincent, where the Church of England was disendowed in 1889, half the population are members of the Church of England and one-third Wesleyans, while in Grenada half are Roman Catholics and one-third members of the now disestablished Anglican Church. In Trinidad Roman Catholics are by far the most numerous. The Archbishop of Port-of-Spain resides there.

Hours of worship vary, but conform, as a rule, to the usual ones in England or North America. Churchgoers are advised to check them at their hotels or guest-houses, which are usually informed. Churches are well ventilated, and compare favourably with many in American and European cities.

LANGUAGE. Most of the inhabitants of the West Indies speak English. The speech attributed to them in books—'massa' for 'Master', and so forth—does not adequately describe their style, which owes its piquancy to a drawling and sing-song delivery, much accentuated in Barbados, where many of the whites are infected with it. In the islands formerly in the possession of France, such as Dominica and St. Lucia, the Negroes speak a rather bewildering French patois. A peculiarity in Montserrat is the brogue acquired by the Negroes from the Irish sent to the islands by Oliver Cromwell. In the little island of Saba there is a somewhat similar peculiarity of speech, the inhabitants speaking with a West Country accent. A patois of Spanish, Portuguese, and Dutch, called 'papiamento', is spoken in Curaçao, while 'taki-taki', a curious Negro-English, is the native 'taal' in Surinam. In Trinidad, French and Spanish are much spoken by the wealthier classes, and a knowledge of those languages enhances the pleasure of a visit to Cuba, Puerto Rico, and the Spanish Main.

BOOKS. Many books have been written about the West Indies; but most of the older works are out of print. They can be seen in the libraries of the West India Committee and the Royal Empire Society, or at the British Museum. The following is a small selection of volumes which should prove interesting to those contemplating a visit to the West Indies. Local tourist organisations, museums, and libraries are always helpful to visitors in their search for literature.

GENERAL

- Nouveau Voyage aux Îles de l'Amérique.* By Père Labat, 1722.
- The History, Civil and Commercial, of the British Colonies in the West Indies.* By Bryan Edwards, 1793.
- A History of the Life and Voyages of Christopher Columbus.* By Washington Irving, 1828. London: Oxford University Press.
- The West Indies and the Spanish Main.* By Anthony Trollope. London: Chapman & Hall, 1859.
- The English in the West Indies, or the Bow of Ulysses.* By J. A. Froude. London: Longmans, Green & Co., 1888.
- History of the Buccaneers of America.* By J. Esquemeling, 1684. London: George Routledge & Sons.
- The Cradle of the Deep.* By Sir Frederick Treves, G.C.V.O., 1908. London: John Murray.
- West Indian Tales of Old.* By Algernon Aspinall. London: Duckworth & Co., 1912.
- Islands.* By Sir Arthur E. Shipley, G.B.E., F.R.S. London: Martin Hopkinson & Co., 1924.
- A Wayfarer in the West Indies.* By Sir Algernon Aspinall, C.M.G., C.B.E. London: Methuen & Co., Ltd., 1928.
- If Crab No Walk.* By Owen Rutter. London: Hutchinson & Co., Ltd., 1933.
- The Year-book of the West Indies and Countries of the Caribbean.* Published annually by Messrs. Thomas Skinner & Co., Ltd., London, England, and Montreal, Canada.
- Caribbean Circuit.* By Sir Harry Luke, K.C.M.G., D.Litt., LL.D. London: Nicholson & Watson, 1950.
- Flowering Trees of the Caribbean* (illustrated in colour). Produced by Alcoa Steamship Co., Inc., New York, 1952.
- To the Lost World.* By Paul A. Zahl. London: Harrap.
- The Traveller's Tree.* By Patrick Leigh Fermor. London: John Murray.
- Welfare and Planning in the West Indies.* By T. S. Simey. Oxford: Clarendon Press.
- Caribbean (Sea of the New World).* By Germán Arciniegas. New York: Knopf.
- Warning from the West Indies.* By W. M. Macmillan.
- The Prodigious Caribbean.* By Rosita Forbes. London: Cassell.
- A West-India Fortune.* By Richard Pares. London: Longmans, Green & Co.
- The Sunlit Caribbean.* By Alec Waugh. London: Evans Brothers Ltd.

BERMUDA

The Historie of the Bermudaes or Summer Islands. Hakluyt Series, 1882.

Picturesque Bermuda, Bushell's Handbook. 24th Edition, 1923. The Bermuda Trade Development Board, Hamilton, Bermuda.

Life on Old St. David's, Bermuda. By E. A. McCallan. Hamilton, Bermuda: Bermuda Historical Monuments Trust.

BAHAMAS

The Bahamas Handbook. By Mary Moseley, M.B.E. Nassau: The West India Committee, 1926.

Bahamas: Isles of June. By Major H. MacLachlan Bell. London: Williams & Norgate, 1934.

By Intervention of Providence. By Stephen McKenna. Chapman & Hall, 1923.

BARBADOS

History of Barbados. By Sir Robert H. Schomburgk. London, 1848.

Cavaliers and Roundheads in Barbados. By N. Darnell Davis. Georgetown, British Guiana, 1887.

BRITISH GUIANA

Among the Indians of Guiana. By E. F. im Thurn. London: Kegan Paul, Trench & Co., 1883.

Twenty-five Years in British Guiana. By Henry Kirke. London: Sampson Low, Marston & Co., 1898.

History of British Guiana. By James Rodway, F.L.S. Georgetown, Demerara, 3 vols., 1894.

In the Guiana Forest. By James Rodway, F.L.S. London: T. Fisher Unwin, 1894. (Second edition, 1911.)

Guiana: British, Dutch, and French. By James Rodway, F.L.S. London: T. Fisher Unwin, 1912.

Travels in British Guiana (2 vols.). By Richard Schomburgk. (Trans. by Walter Roth.) Georgetown: *The Daily Chronicle*, 1921.

The Edge of the Jungle. By William Beebe. London: H. F. & G. Witherby, 1922.

BRITISH HONDURAS

Brief Sketch of British Honduras. By Major Sir John Burdon, K.B.E., C.M.G. London: The West India Committee, 1928.

THE CAYMAN ISLANDS

Handbook of the Cayman Islands. By George S. S. Hirst, M.B. Jamaica: Times Printery, 1910.

JAMAICA

The History of Jamaica. By Long. London, 1774.

The Annals of Jamaica. By G. W. Bridges. London: John Murray, 1828.

Studies in Jamaica History. By Frank Cundall, F.S.A. Jamaica: The Institute of Jamaica, 1900.

A History of Jamaica. By W. J. Gardner. New edition. London: T. Fisher Unwin, 1909.

In Jamaica and Cuba. By H. G. de Lisser. Kingston (Jamaica): The Gleaner Co., Ltd.

The Handbook of Jamaica. London: Crown Agents.

Lady Nugent's Journal. Privately published, 1839. New edition edited by F. Cundall. London: The West India Committee, 1934.

Journal of a West India Proprietor, 1815-1817. By M. G. Lewis. Edited by Mona Wilson. London: George Routledge & Sons, Ltd., 1929.

Historic Jamaica. By Frank Cundall, F.S.A. London: The West India Committee, 1915.

Jamaica Today. Edited by Philip Sherlock, 1940. This is a new and revised edition of *Jamaica in 1928*, by Frank Cundall.

Jamaica: the Blessed Island. By Lord Olivier. London: Faber & Faber, 1936.

Jamaican Journey. By W. J. Brown, M.P. London: George Allen & Unwin, Ltd.

Guide to Jamaica. Compiled by Philip P. Olley. Jamaica: The Tourist Trade Development Board.

Personality and Conflict in Jamaica. By Madeline Kerr. Liverpool: University Press.

TRINIDAD

At Last. By Charles Kingsley. London: Macmillan & Co., 1871.

Trinidad. By L. A. A. de Verteuil. London: Cassell & Co., 1884. (Second edition.)

The Trinidad and Tobago Year Book. By C. B. Franklin. Port of Spain: Yuille's Printerie. (Annual.)

The Legislative Council of Trinidad and Tobago. By Hewan Craig. London: Faber & Faber.

Brief History of Trinidad under the Spanish Crown. By Sir Claude Hollis. Trinidad, 1941.

TOBAGO

A History of Tobago. By H. T. Woodcock, 1867.

A Guide Book to Tobago. By Lieutenant-Commander C. E. R. Alford, D.S.C., R.N. (Retired). Port-of-Spain: Trinidad Publishing Co., Ltd.

The Complete History of the Island of Tobago in the West Indies. By C. R. Ottley. Trinidad, circa 1948.

GRENADA

The Grenada Handbook, Directory and Almanac. London: The Crown Agents for the Colonies.

ST. LUCIA

St. Lucia. By Henry H. Breen. London, 1844.

ST. VINCENT

An Historical Account of the Island of St. Vincent. By Charles Shephard, Esq. London: Ridgway & Sons, 1831.

The Guide Book to St. Vincent. By Mrs. Willoughby Bullock. (Seventh edition. By A. J. Archer.) Kingstown, 1932.

ANTIGUA

Antigua and the Antiguans. London: Saunders & Otley, 1844.

DOMINICA

Handbook of the Leeward Islands. By Frederick Henry Watkins, O.B.E., I.S.O. London: The West India Committee, 1924.

The History of the Island of Dominica. By T. Atwood, 1791.

ST. KITTS-NEVIS

A Young Squire of the Seventeenth Century. By J. C. Jeaffreson. London, 1878.

Natural History of Nevis. By Rev. William Smith, 1745.

CUBA

Cuba Past and Present. By R. Davey. London, 1898.

The War in Cuba. By J. B. Atkins. London, 1899.

The Rough Riders. By Theodore Roosevelt. London, 1899.

PUERTO RICO

Puerto Rico: Its Conditions and Possibilities. By W. Dinwiddie. London, 1899.

HAITI

Haiti Under American Control, 1915-1930. By Arthur C. Mills-baugh. Boston, 1931.

Black Democracy: the Story of Haiti. By H. P. Davis. New York, 1929. (Revised edition, 1936.)

Hayti, or the Black Republic. By Spencer St. John. London, 1884. (Second edition, 1889.)

Where Black Rules White. By Hesketh Pritchard. London, 1900.

Black Haiti. By Blair Niles. London and New York, 1926.

GUADELOUPE AND MARTINIQUE

Two Years in the French West Indies. By Lafcadio Hearn. New York and London: Harper & Brothers, 1933.

M. Pelée and the Tragedy of Martinique. By A. Heilprin. London, 1902.

The Tower of Pelée. By A. Heilprin. London, 1904.

Guide du Touriste aux Antilles Françaises. Paris: Emile Larose, 1913.

PANAMA

Panama and the Canal To-day. By Charles H. Forbes-Lindsay. Boston, 1926.

Panama Past and Present. By A. Hyatt Verrill. New York, 1921.

FICTION

Tom Cringle's Log. By Michael Scott.

The Cruise of the Midge. By Michael Scott.

Mr. Midshipman Easy. By Captain Marryat.

Peter Simple. By Captain Marryat.

Westward Ho! By Charles Kingsley.

The Gorgeous Isle. By Gertrude Atherton.

The Wooings of Jezebel Pettifer. By Haldane Macfall.

A Regency Rascal. By Lieutenant-Colonel W. P. Drury, C.B.E.

Under the Sun. By Herbert G. de Lisser, C.M.G.

The Privateer. By Gordon Daviot. London: Peter Davies.

Study in Bronze. By Esther Chapman. London: Chantry Publications, Ltd.

Bermuda Burial. By C. Daly King. London: Collins (Crime Club).

Children of Kaywana. By Edgar Mittelhölzer. London: Peter Nevill, Ltd.

Shadows Move Among Them. By Edgar Mittelhölzer. London: Peter Nevill, Ltd.

The Maroon. By Cunliffe Owen. London: Robert Hale, Ltd.

The Hills were Joyful Together. By Roger Mais. London: Jonathan Cape.

New Day. By Victor Reid. New York: Knopf.

A Morning at the Office. By Edgar Mittelhölzer. London: Hogarth.

A Brighter Sun. By Samuel Selvon. London: Wingate.

In the Castle of My Skin. By George Lamming. London: Michael Joseph.

Under the Skin. By Phyllis Bottome.

Corentyne Thunder. By Edgar Mittelhölzer. London: Eyre & Spottiswoode.

EXPENSES. The cost of a visit to the West Indies depends largely upon the tastes and the temperament of the individual. At sea, there are no necessary expenses after the ticket has been paid for except for drinks, contributions to the sports fund, and tips. Ample ready money should, however, be carried to meet such contingencies as the purchase of tickets in the daily sweepstake on the run of the ship, and purchases at the shop (often a miniature store). There is no set rule about the amount for tips which, in general, are given to cabin steward or stewardess, waiter at table, bathroom steward, deck steward, and the boots (shoe shine). The amount will depend on the services rendered. Formerly, the minimum given for a voyage of any length—14 days—was £1 (\$4.80 in B.W.I. currency) each to the first two; 10s. (\$2.40) each to the next two; and 5s. (\$1.20) to the last. Changed conditions suggest the need for doubling the above minimum. Some give their tips in two instalments—half at the beginning of the voyage, with a promise of further largess at the end. On shore, 10 per cent. of the charge or bill would be a fair tip. As the principal mode of travel is now by air, especially from the United States and Canada, tips would be avoided, except perhaps to porters at airports and at steamer landings.

HOTEL AND OTHER CHARGES. It will be observed that in the following pages, figures under these heads have

been omitted. They are liable to frequent change, depending on currency valuation and cost-of-living at the time. The best policy, therefore, is to make the necessary enquiries beforehand from travel agents, steamship or airlines, or tourist bureaux, who generally have representatives in the principal cities—London, New York, Toronto, and Montreal. Information about bureaux is given, whenever possible, in the appropriate chapter of the Guide. Booking of hotel accommodation in advance is also advisable, especially in the winter season. Lists of hotels and guest-houses are usually available for the asking, and charges are generally quoted, under the existing conditions referred to above, on a season-to-season basis.

In general, it may be said that where rates were formerly, say, 12s. 6d. (\$3 B.W.I.) a day minimum for room and meals, the same accommodation to-day will cost at least double that figure, and so on up the scale, depending on the type of accommodation required. Luxury accommodation may run as high as six to eight times the above minimum. Visitors from dollar countries are at an advantage in the sterling area on account of the favourable rates of exchange. Nevertheless, many hostelrys, in order to avoid currency complications, are quoting rates in United States dollars. Hence, it is important to check the quotations from that angle when figuring costs. Although conditions are subject to fluctuation, the average holiday seeker should be able to manage on a total expenditure per day of approximately £4 (\$19.20 B.W.I.), to cover board and lodging, incidentals, and some sight-seeing.

MONEY. Visitors to the West Indies are advised to take travellers' cheques or letters of credit.

The currency of the British West Indies and British Guiana is linked with sterling, and the £ there is invariably worth twenty shillings. Prices are sometimes quoted in dollars, but these are dollars of account convertible at \$4.80 to the £, or 4s. 2d. to the dollar. American or Canadian dollars are usually acceptable everywhere in the West Indies at current rates of exchange, but it is a good plan to exchange them at the commercial banks for local currency. In 1951, under Government ægis, a common currency for the Eastern Caribbean British territories was introduced; thus, such notes are legal

tender at face value in whichever island or territory of that group presented. Bank of England notes are not legal tender, but £1 and 10s. units may be negotiated at banks for bona-fide travellers, providing the aggregate does not exceed £5 in value.

BANKS. The principal English, Canadian, and American banks operating in the Caribbean area are:

Barclays Bank (Dominion, Colonial, and Overseas). Formerly the Colonial Bank. London: 29-30, Gracechurch Street, E.C.3; New York: 120, Broadway. Branches in:

Antigua	British Honduras	Jamaica (15)	St. Vincent
Bahamas	Dominica	St. Kitts	Tobago
Barbados	Grenada	St. Lucia	Trinidad (3)
British Guiana (2)			

The Bank of Nova Scotia. Canada: Halifax; London: 108, Old Broad Street, E.C.2. Branches in:

Cuba (8) Jamaica (12) Puerto Rico (2) Santo Domingo

The Canadian Bank of Commerce. Canada: Toronto; London: 2, Lombard Street, E.C.3. Branches in:

Barbados Jamaica Trinidad

The Royal Bank of Canada. Canada: Montreal; London: 6, Lothbury, E.C.2. Branches in:

Antigua	Colombia (6)	Jamaica (2)	St. Kitts
Bahamas	Cuba (23)	Montserrat	Santo Domingo (5)
Barbados	Dominica	Panama (2)	Trinidad (2)
British Guiana (3)	Grenada	Puerto Rico	Venezuela (3)
British Honduras	Haiti	(2)	

The National City Bank of New York. New York. London: 117, Old Broad Street, E.C.2. Branches in:

Colombia (2)	Cuba (9)	Puerto Rico (6)
Colon	Panama	Venezuela

The Chase National Bank. New York. London: 6, Lombard Street, E.C.3. Branches in:

Colon
Cristobal (Canal Zone)

Cuba
Panama

Puerto Rico

The Banks in Bermuda are:

The Bank of Bermuda, Ltd. Hamilton, St. George's, and Somerset.

The Bank of N. T. Butterfield & Son, Ltd. Hamilton.

FOOD AND DRINKS. To visitors to the West Indies from temperate climates, food and drinks may present features of novelty, but, in general, the bill of fare at leading hotels and guest-houses is not wholly British, American, or Creole, but a blend of all three. With present-day refrigeration, a plentiful supply of imported commodities is usually available in the more important tourist centres. This applies especially to the principal classes of meat, meat products, and poultry required to supplement local supplies, which are liable to vary both in quantity and quality. Currency considerations have shifted sources of supply to Australia and New Zealand in the case of the southern territories, although Canada and the United States still supply the North Atlantic Colonies. Any differences in the menu are noticeable mainly in fish and vegetables, of which there is an excellent variety. Flying-fish—the dish *par excellence* of Barbados—snapper, snook, mullet, and grouper are all deservedly popular. The cascadura, a fresh-water fish eaten in Trinidad, is alleged to have properties similar to those of the fountain of Trevi at Rome. The visitor who throws a penny into the fountain is certain to return to Rome, and he who partakes of the cascadura can, it is said, never live far from Trinidad. Similar properties are claimed for labba and black creek water in British Guiana, and for pigeon peas in Montserrat. Conchs are a favourite article of diet in the Bahamas and the Turks and Caicos Islands. In the Bahamas they are so plentiful that people born there are nicknamed 'Conchs'. Turtles, used for making soup, and also baked in their shells, are much favoured in the Bahamas. Land-crabs are delicious, but care should be taken to ascertain whether they have been brought up in clean surroundings.

In Trinidad, Grenada, and Antigua especially, the small oysters which adhere to the roots of the mangrove trees should be asked for; while in British Guiana it would be rank heresy to ignore the famous 'pepper-pot'. Here is the recipe of this savoury dish:

Pork cut into small pieces and fried until brown, a partially roasted fowl also cut up, an onion, a dozen shallots, and a few dry chillies are stirred well in a large earthenware pipkin, called a buck-pot. To this is added a sauce consisting of two tablespoonfuls of moist sugar, one and a half tablespoonfuls of salt, and a teaspoonful of cayenne pepper mixed well with hot water, with seven to ten tablespoonfuls of cassareep (the concentrated juice of the bitter cassava) [obtainable in London from the West Indian Produce Association, of 14, Creechurch Lane, E.C.] added until the concoction is brown. This is boiled and allowed to simmer for an hour and a quarter, and then boiled up again next day for half an hour. On the third day the pepper-pot is ready for table.

The pepper-pot, if constantly replenished and heated up day after day, will last for many years; in fact, if carefully tended, the older it is the better. The writer has partaken of a 'pepper-pot' said to have been over one hundred years old. The lapp or labba (*Cælogenys paca*), a little creature resembling a glorified guinea-pig, and the agouti (*Dasyprocta agouti*) furnish appetising dishes in Trinidad, where crabs' backs are also a recognised luxury.

In Dominica and the French Islands the edible frog, known as the crapaud (*Leptodactylus pentadactylus*) or the slender-toed frog—so called because it is web-footed—is considered a great delicacy. It is served up to unsuspecting visitors as 'mountain-chicken'. The iguana, a tree lizard, also furnishes a palatable dish, while groo-groo worms, large maggots—as, for want of a more appropriate name, they must be called—found in palm-trees, are also looked upon as a choice luxury.

Among the vegetables are yams (floury and soft to the palate), sweet potatoes, tannias, eddoes, ochros (the pods of which, cooked like asparagus, are excellent), akees, plantains (delicious when fried), cassava, Indian corn, papaws, and

pigeon peas, to mention a few only, while a capital salad is made from the heart of the lofty cabbage palm (*Oreodoxa oleracea*). Papaws, which are eaten like melons, have pronounced digestive properties. A leaf from a papaw-tree wrapped round it for a few hours will make the toughest chicken tender. The Avocado pear (*Persea gratissima*) deserves a class to itself for excellence. With a squeeze of lime and some red pepper it is delicious. Its contents resemble butter in appearance, and it is still sometimes spoken of as 'Midshipman's butter'.

In Bermuda a favourite dish is cassava pie, made with cassava meal and containing turkey, chicken, meat, and various other ingredients. It is a popular Christmas dish.

It is at dessert that the greatest surprises are forthcoming. Bananas, both big (*Gros Michel*) and dwarf (*Musa Cavendishii*), are known at home, but the very small fig banana, or Lady's Finger, as it is called, is not often seen out of the tropics, and, while all fruit of this description has a much better flavour in its tropical home than in England or America, this variety is especially good. Grape-fruit is on every well-regulated breakfast table, and oranges while actually green are delicious, the West Indian tangerine variety being infinitely better than any seen at home. The grafted mangoes, for which Jamaica especially is famous, are delicate in flavour. Among other popular fruits are custard-, mammee-, and star-apples, citrons, Barbados cherries, golden apples, granadillas (the fruit of the passion flower), guavas, limes, mangoes, melons, pomegranates, sapodillas, shaddocks, and soursops.

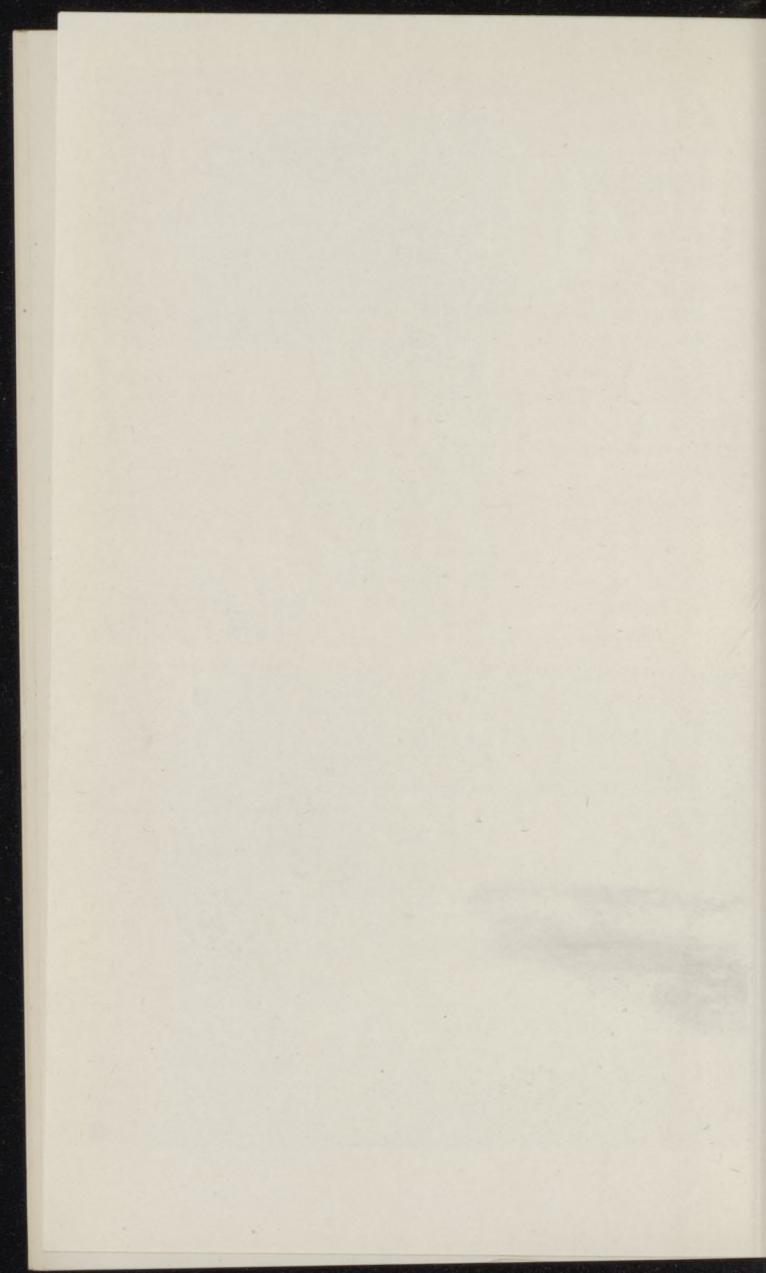
As to **Drinks**, a newcomer should guard against the tendency to increase the quantity consumed which accompanies a rising thermometer. The water in the principal towns is, as a rule, drinkable; but it is best to be on the safe side and insist on its being boiled or filtered. This used to be done by means of a 'Barbados drip-stone', a large block of coral rock hollowed into a convenient shape through which the water drips into a receptacle below. Light wines or whisky and soda in moderation are perhaps the safest drinks in the tropics; while for abstainers, lemonade, ginger-ale, kola, and other 'soft' beverages can be obtained; and lime squashes will be found in-

A BALANCING FEAT
IN BARBADOS



A NATIVE DONKEY
CART, BARBADOS





finitely preferable to the more familiar lemon squash. Among other drinks peculiar to the West Indies are pimento dram and falernum, while the old-time sangaree also has its devotees. This very refreshing drink consists of wine, water (perhaps), sugar, nutmeg, a slice of lime, and an abundance of crushed ice. It is a good rule to avoid stimulants before the midday meal, or at any rate until the sun has crossed the yard-arm. An appetiser before dinner, which may take the form of a cocktail or a 'swizzle', is recommended. The swizzle is made from rum, gin, whisky, brandy, or vermouth, mixed in a jug with bitters, grated ice, and a modicum of sugar and frothed up with a swizzle-stick, the stem of a plant with convenient radiating branches, apparently provided by nature for this special purpose, which is made to revolve backwards and forwards between the palms of the hands. A recipe which it would not be easy to beat is the old and familiar:

One of sour (lime juice),
Two of sweet (syrup),
Three of strong (rum), and
Four of weak (water).

In Barbados a favourite appetiser is a swizzle known as 'green bitters'. The ingredients are one wineglassful of old rum, one of white falernum, half a wineglassful of water, wormwood bitters to taste, and plenty of crushed ice. The whole is frothed up with a swizzle-stick and is consumed while still foaming.

MEALS. In general, meal-hours at hotels and guest-houses follow the European and American pattern: breakfast between 8 and 9 a.m., lunch between 1 and 2 p.m., dinner from 7 p.m. on. Tea is also served at 4.30 or 5 p.m. To those requiring it, early 'coffee' (which may consist of coffee, tea, or other beverage) and buttered toast may be had as early as 6 a.m. In homes and business circles there may be variations in regard to hours, depending on locality. Thus, after early 'coffee', breakfast may be a movable feast served at any time between 10 and noon. This is particularly true on estates and plantations, after managers and overseers come in from their morn-

ing inspection tours. In the cities it is now the usual practice to close retail shops during the noon hour to allow employees to have their midday meal.

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Four of weak (water).

In Barbados a favourite appetiser is a swizzle known as 'green bitters'. The ingredients are one wineglassful of old rum, one of white label rum, half a wineglassful of water, wormwood bitters to taste, and plenty of crushed ice. The whole is stirred up with a swizzle-stick and is consumed while still foaming.

ALFALFA. In general, meal-hours at hotels and guest-houses follow the European and American pattern: breakfast between 8 and 9 a.m., lunch between 1 and 2 p.m., dinner from 7 p.m. on. Tea is also served at 4.30 or 5 p.m. To those requiring it, early 'coffee' (which may consist of coffee, tea, or other beverages) and painted toast may be had as early as 6 a.m. In houses and business circles there may be variations in regard to hours, depending on locality. Thus, after early 'coffee', breakfast may be a movable feast served at any time between 10 and noon. This is particularly true on estates and plantations after managers and overseers come in from their morning

CHAPTER II

MORE GENERAL INFORMATION

Steamship Routes: Air Transport: Outfit: Passports:
Insurance: The Voyage: Watches and the Time: Tables
of Distances: Visibility: Customs: The Laundry:
Telegraph and Postal Facilities: Amusement and Sport:
Roads and Motoring

STEAMSHIP ROUTES. The facilities for reaching the southerly parts of the Caribbean and adjacent territories by regular steamship routes are not, generally speaking, as good as they were before World War II. In the subsequent chapters an effort has been made to indicate those lines that provide passenger accommodation. The various tourist and travel agencies should be consulted when contemplating an ocean trip. In the tourist season, several companies offer special tours of varying duration from the United Kingdom, Europe, United States, and Canada. Intercolonial travel by steamer has become increasingly difficult.

AIR TRANSPORT. By contrast, air travel has developed tremendously, and airline facilities are rapidly extending to take care of demand. In tourist centres the bulk of the passenger traffic is now by air, either through recognised world airlines operating various scheduled services or their affiliations. In season, unscheduled or charter flights are not infrequent. Travel between the different islands is now mostly by air.

OUTFIT. There is no need to buy an elaborate outfit for a visit to the West Indies. The less **Luggage** taken the better it is for the temper; but, on the other hand, it is a great mistake to travel too 'light'. By far the most convenient form of cabin trunk is the regulation one (36 in. long, 20 in. wide, and 14 in. deep), fitted with hangers, drawers, etc., which can be stowed away under the berth or used as a wardrobe standing upright. A capacious canvas sack, with a padlock fastening, into which

surplus effects can be dumped at the last moment, is indispensable; so, too, is a fold-up 'cabin tidy' with pouches to hold various articles of the toilet.

Generally speaking, the same **Clothing** should be taken as would be worn during an exceptionally hot summer in England or America. Very light merino, or some similar fabric, should be worn next the skin, as flannel is conducive to that irritating complaint known as 'prickly heat'. Warm clothing should not be dispensed with too soon at sea, and on no account should it be sent home, as it is essential for the homeward voyage. Ample supplies of linen and underwear should be included in the outfit; otherwise the traveller on a long voyage may run short. Bathing-suits should not be forgotten. Terai hats may be taken with advantage, but other kinds of sun helmets are best purchased locally. They should have red or green linings, as these mitigate the effects of the actinic or chemical rays of the sun.¹

Men should take with them thin flannel, light tweed, and tussore or white linen suits. Dress clothes for evening wear are now largely optional in the West Indies. Where used, light, unlined material is favoured. White shell jackets are popular. Air travel and modern laundries have eliminated much of the tedium of formal dress in tourist centres. Canvas shirts with merino or silk underwear and light pyjamas are recommended, and shirts made on the coat principle facilitate dressing in hot cabins. White shoes are preferable to black or brown for the day-time as they are cooler.

Ladies should take their usual thin summer frocks and several easily-folded evening dresses, made, for choice, of materials which do not crush. Felt hats are convenient, as they fold well. A good mackintosh is almost indispensable. A few pairs of shoes half a size larger than would be worn at home should prove a blessing. For the voyage a tweed coat is preferable to fur. Excellent chemists will be found in the West Indies supplying every variety of toilet article, including soaps, cold creams, lotions, perfumes, etc.

¹ Generally speaking, the winter and summer months are the same as in this country, the cooler season being from the end of October or beginning of November to the end of March.

For the voyage smelling salts, Seidlitz powders, and a few cakes of sea-water soap (which lathers in salt water) will be a comfort, while an aneroid barometer, a thermometer, a compass, and a pair of binoculars help to while away the time on board ship, and are generally useful. Deck chairs can nowadays be hired on board most steamers, and few travellers take their own with them. Spectacles fitted with 'Crookes's B' lenses, which protect the eyes from the glare without affecting colours, and motor-goggles should not be forgotten. A hand camera or small-gauge cinematograph camera should be included in the outfit. Films can be obtained and developed in the larger places visited, and also on board touring steamers. Golf clubs and lawn tennis rackets should be taken out by tourists who contemplate a stay of more than a few hours in any one place. For deep-sea fishing, special tackle may be taken (*see* page 35), and also a gun for sport in those islands where shooting is obtainable.

PASSPORTS. Travellers should obtain passports and have them visaed by the consular officers of all the countries whose territories they are likely to visit. Although the requirements have been eased in some places, it is advisable to be on the safe side.

INSURANCE. Intending visitors to the West Indies whose lives are insured should arrange for their policies, if not already world-wide, to be made valid outside the United Kingdom, Canada, or the United States, as the case may be. It is advisable to insure luggage.

THE VOYAGE. A few days out the cold winds begin to lose their sting, and soon there is an appreciable change in the climate, which becomes sensibly milder, even if the weather is stormy.

After four or five days' steaming from Europe, **The Azores** are passed. These Western Islands, as they are also called, belong to Portugal, from which they are distant 800 miles, and are supposed to be the site of the fabled Atlantis. They were first sighted in the fifteenth century by Van der Berg, of Bruges, and by 1457 all the islands had been discovered. The name Azores was given to them because of the number of goshawks (Port. *Açor*) found on them. From 1580 to 1640

they were subject to Spain. The islands must always have a peculiar interest for Englishmen, since their waters were the scene of the memorable engagement between the Spanish and English fleets on August 30th, 1591, when Sir Richard Grenville and his men, in the *Revenge*, engaged eight great Spanish galleons for twelve hours and were boarded three times.

The Azores consist of three groups. To the south-east are St. Michael's and Sta. Maria; in the centre, Fayal, Pico, Sao Jorge, Terceira, and Graciosa, and to the north-west, Flores and Corvo. The most important trade centre is **Ponta Delgada** (the sharp point), capital of St. Michael's, the principal island. This town, third in size of the cities of Portugal, has an excellent harbour. Its population is 20,000. The principal industries are the cultivation of pineapples under glass and the manufacture of beet sugar.

After passing the Azores, the first touch of the tropics gradually begins to make itself felt: cooler garments are donned, and the officers of the ship appear in white uniform. Soon that area in the Atlantic known as the **Sargasso Sea** is entered, and tourists will note the remarkable Gulf weed, which floats in a vast eddy or central pool of the Atlantic between the Gulf Stream and the Equatorial current.

The **Gulf Stream**, the most remarkable of the world's ocean currents, is formed by the great volume of the Atlantic Equatorial current which sweeps westward through the Caribbean Sea and is deflected to the northward on meeting the Central American coast into the Gulf of Mexico—from which it takes its name—between Yucatan and Cuba. The Gulf being much shallower than the ocean proper and being between 20° and 30° N. latitude, the temperature of the water is raised considerably, and the channel between Florida and Cuba through which it flows out is so narrow that the sea-level of the Gulf after correction for tide is some three feet higher than that of the Atlantic off Sandy Hook.

As a result the Gulf Stream flows past Florida at an average speed of $2\frac{1}{2}$ knots¹ and a temperature of over 80° Fahr. near the surface. It follows more or less the line of the American coast, but some way from it, until it reaches the

¹ A knot is the speed of one nautical mile (6,080 feet) per hour.

Great Bank of Newfoundland, still retaining a high temperature (about 69° Fahr.), its deep blue colour, and an average rate of $1\frac{1}{2}$ knots. Thence it turns east and splits into two off the Azores, the smaller portion turning north up the west side of the British Isles to disappear off the Norwegian coast and the larger south to rejoin the Equatorial current and thus complete the circuit.

The **Sargasso Sea** lies between latitudes 20° and 35° N. and longitudes 40° and 75° W. It was on entering it that the crews of Columbus's ships very nearly mutinied, believing that the vessels had reached land and were on the verge of running on the rocks, though really the ocean here is fully four miles deep. How and where the weed originated is not known, but it was once presumably attached to rocks, though it is now propagated as it floats on the surface. It is saffron-coloured, and supports fish, crabs, cuttlefish, zoophytes, and molluscs, but owing to the pace of the ship it is not easy to get any satisfactory specimens of it on board. Whales and porpoises are occasionally sighted, and flying-fish are a constant source of interest. With the sun glinting on their silvery wings, these fish look like dragon-flies as they leap from the sea near the bows of the ship. Rising rapidly out of the water they glide with outspread wings near the surface and then fall back again. Some seafarers claim that they have seen these fish 'fly' for two or three hundred yards. The average size of the fish is that of a small herring.

The **Tropics** are the area bounded north and south of the Equator by imaginary lines, parallel to the Equator, passing through the most northerly and southerly points on the earth's surface where the sun is ever vertical. The northern line is called the Tropic of Cancer, and the southern the Tropic of Capricorn. The distance of these tropic lines from the Equator in degrees ($23\frac{1}{2}^{\circ}$) is governed by the angle of the earth's axis of rotation to its path round the sun.

The first sight of Barbados is usually obtained overnight, when the Ragged Point light is seen blinking on the starboard bow, and Carlisle Bay is generally reached in the early morning. A string of lighters emerges from the harbour to land or tranship baggage. Boatmen jostle one another about the gang-

ways, while woolly-haired diving boys of every shade of colour paddle about in home-made boats soliciting coins, which they retrieve from the water with remarkable skill and agility. Some of the more daring boys will dive under the steamer and come up on the other side.

The voyage from Canada or the United States is a much shorter one. Though one sometimes feels the heat more in New York than in the West Indies, the change of climate is as a rule far more sudden by this route than when one follows the advice of the old sea-captain and steams 'south till the butter melts and then due west'. From Canada St. Kitts is reached in seven days; from New York to the Bahamas is a run of three days only, and to Jamaica five days, while it is less than forty-eight hours from New York to Bermuda. The route usually followed from northern ports to Jamaica is past Watling's Island and through the Crooked Island and Windward passages (*see* map). Steamers for the Lesser Antilles keep well out in the Atlantic. If the steamer arrives at Jamaica at dawn, as she generally does, it is well worth while to be on deck to see the sun rise over the glorious Blue Mountains.

The difference of a voyage under modern conditions from one made in the old days has often been emphasised, and tourists who are lucky enough to obtain copies of 'Monk' Lewis's *Journal* or Jeaffreson's *A Young Squire of the Seventeenth Century* may read of the discomforts which their forbears had to endure.

Christopher Jeaffreson, having bid his friends farewell on February 16th, 1675-6, was rowed to Gravesend, where he went on board the '*Jacob and Mary*, a vessell of about a hundred and fifty tunns, 14 or 16 gunns, and a square stearne'. Three days later his ship anchored in the Downs, 'where we went ashoar; but the wind in two or three dayes promessing faire', she proceeded on her way, only to put in at Plymouth on the following Saturday, 'the windes being contrary', and compelling her to ride at anchor for 'tenne dayes'. On March 6th, 'the winde comeing about to the north-east', she 'again hoisted sayle and stood out to sea. . . . The tenth day it blew hard which made a verry rough and hollow sea, which raked us fore and aft, breakeing sometymes over our quarter; in

which great seas, our shipp's crew concluded, that our little leakie companion' (a small vessel which had been keeping up with them) 'was buried'. Off 'the deserts' (the Desertas, near Madeira) a sail was sighted which 'we doubted was a Turke'; and 'made us putt ourselves in a posture of defence, and the next morning, findeing that he had chased us all night . . . we prepared all things for a fight, and continued in that posture all the day and night'.

On arriving at Madeira they were 'verry neare losing our shippe, the master being unacquainted, and comeing too boldely in near the shoar, in a dangerous place'. On Tuesday, the 18th, they crossed the Tropic of Cancer, and were much diverted by the flying-fish, 'which, though common at sea, may be a subject of wonder to such as are home-bred . . . they fly in whole shoales, but not very farre, for no sooner are their wings dry, but they drop into theire element, the water. It is usual for them to fly in the shippes. We had one or two come on board our vessell.' On Monday, May 8th, the island of Deseada was sighted, 'which was a welcome sight to us, who were forced to keepe the pump goeing night and day, by reason of a dangerous leake we had sprung at sea, which we could not finde, and which increasing would have soone beene too much for us, if bad weather had kept us at sea'. The *Jacob and Mary* did not reach Nevis until Sunday, May 21st. From there Jeaffreson sailed in a 'shalloope, and with my goods and servants arrived that night at St. Christopher's', more than three months after his departure from London!

WATCHES AND THE TIME. For those who are making their first voyage the table of watches on board ship, given on page 30, will be useful.

At the end of each half-hour of the watch the ship's bell is struck: once for the first half-hour, twice for the second, and so on, until 'eight bells' are sounded. The two short **dog watches** are arranged to make the total number of watches uneven, and so obviate the two 'watches' into which the crew is divided being on duty on successive nights.

The sun rises over London several hours before it rises over the West Indies. Therefore, on the westward voyage, clocks have to be put back every day, and on the eastern voyage put

MIDDLE WATCH			MORNING WATCH			FORENOON WATCH		
Midnight	8	bells	4.0	A.M.	8 bells	8.0	A.M.	8 bells
12.30 A.M.	1	bell	4.30	"	1 bell	8.30	"	1 bell
1.0	"	2 bells	5.0	"	2 bells	9.0	"	2 bells
1.30	"	3 "	5.30	"	3 "	9.30	"	3 "
2.0	"	4 "	6.0	"	4 "	10.0	"	4 "
2.30	"	5 "	6.30	"	5 "	10.30	"	5 "
3.0	"	6 "	7.0	"	6 "	11.0	"	6 "
3.30	"	7 "	7.30	"	7 "	11.30	"	7 "
4.0	"	8 "	8.0	"	8 "	Noon		8 "

AFTERNOON WATCH			1ST DOG WATCH			EVENING WATCH		
Noon	8	bells	4.0	P.M.	8 bells	8.0	P.M.	8 bells
12.30 P.M.	1	bell	4.30	"	1 bell	8.30	"	1 bell
1.0	"	2 bells	5.0	"	2 bells	9.0	"	2 bells
1.30	"	3 "	5.30	"	3 "	9.30	"	3 "
2.0	"	4 "	6.0	"	4 "	10.0	"	4 "
2.30	"	5 "				10.30	"	5 "
3.0	"	6 "	2ND DOG WATCH			11.0	"	6 "
3.30	"	7 "	6.30	P.M.	1 bell	11.30	"	7 "
4.0	"	8 "	7.0	"	2 bells	Midnight		8 "
			7.30	"	3 "			
			8.0	"	8 "			

forward. The time is checked at midday from the position of the sun by means of the sextant. When the weather is too cloudy for observations the position of the ship is obtained by what is called 'dead reckoning'—a calculation based on the distance traversed since the last reckoning. The actual difference of **solar time** in the West Indies compared with that in London is given below; but since 1911 **zone time** has been adopted in the British West Indies. In the Lesser Antilles this is four hours, in the Bahamas and Jamaica five hours, and in British Honduras six hours slow on Greenwich. Thus when it is noon in London it is 8 a.m. in Barbados and 7 a.m. in Jamaica,

SOLAR TIME IN THE WEST INDIES

Barbados .	3 hrs. 58 mins. 29 secs. earlier than Greenwich.
British Guiana .	5 " 54 " — " " "
Jamaica .	3 " 6 " — " " "
St. Thomas .	4 " 19 " 43 " " " "
Trinidad .	4 " 6 " — " " "

The difference in time as compared with that of New York may be gauged from the fact that the time in New York is 4 hrs. 56 mins. and 2 secs. earlier than that of London.

TABLES OF DISTANCES. The following tables give distances in miles on some of the principal steamer routes.

TRANSATLANTIC ROUTES

London

3750	Barbados
3905	155 Grenada
4002	252 97 Trinidad
4366	616 461 364 British Guiana

London

4250	Jamaica
------	---------

Avonmouth

4075	Jamaica
------	---------

Dover

3685	Barbados
3886	201 Trinidad
4215	530 329 La Guaira
4283	598 397 68 Pto. Cabello
4396	711 510 181 113 Curaçao
4785	1100 899 570 502 389 Pto. Colombia
4861	1176 975 646 578 465 76 Cartagena
5137	1452 1251 922 854 741 352 276 Cristobal
5327	1642 1441 1112 1044 931 542 466 190 Port Limon

Avonmouth

2955	Bermuda
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Avonmouth

3575	Barbados
3776	201 Trinidad
5075	1500 1299 Port Limon
5265	1690 1489 190 Cristobal
5819	2244 2043 744 554 Jamaica

TABLES OF DISTANCES—*continued*

Plymouth

419	Bordeaux									
3969	3550	Pointe-à-Pitre								
4009	3590	40	Basse Terre							
4099	3680	130	90	Fort de France						
4329	3910	360	320	230	Trinidad					
4414	3995	445	405	315	85	Carupano				
4664	4245	695	655	565	335	250	La Guaira			
4834	4415	865	825	735	505	420	170	Curaçao		
5219	4800	1250	1210	1120	890	805	555	385	Pto. Colombia	
5549	5130	1580	1540	1450	1220	1135	885	715	330	Cristobal

CANADA—BOSTON—BERMUDA—WEST INDIES

Bermuda

Halifax, N.S.

935	St. Kitts										380	Boston								
947	12	Nevis										1090	710	Bermuda						
994	59	47	Antigua																	
1032	97	85	38	Montserrat																
1129	194	182	135	97	Dominica															
1211	276	264	217	179	82	St. Lucia														
1326	391	379	332	294	197	115	Barbados													
1422	487	475	428	390	293	211	96	St. Vincent												
1496	561	549	502	464	367	285	174	74	Grenada											
1593	658	646	599	561	464	382	271	191	97	Trinidad										
1957	1022	1010	963	925	861	746	635	555	461	364	Demerara									

380 Boston

1090 710 Bermuda

TABLES OF DISTANCES—*continued*

CANADA—BERMUDA—BAHAMAS—JAMAICA—
BRITISH HONDURAS

Montreal

—	Halifax			
—	380	Boston		
1549	1090	710	Bermuda	
2367	1908	1528	818	Nassau
3029	2570	2190	1480	662 Kingston
3723	3264	2884	2174	1356 694 Belize

UNITED STATES—BAHAMAS AND BERMUDA

New York

667	Bermuda
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Miami

187	Bahamas
-----	---------

NEW YORK—WEST INDIES

New York

1435	St. Thomas	
1470	35	St. Croix
1620	150	119 St. Kitts

New York

967	Bahamas	
1528	561	Cuba
2246	1279	718 Puerto Rico

For distances beyond St. Kitts, *see* Canada—West Indies Route.

VISIBILITY. The following table shows the distances visible at sea from various elevations:

Elevation	Distance Visible
5 feet	2½ miles
20 "	5 "
35 "	7 "
50 "	8 "
100 "	11½ "

CUSTOMS. The personal belongings of visitors are exempt from duty in the West Indies, and Customs officials are courteous and considerate. Such articles as tobacco, in any

quantity, and spirits in bulk are dutiable. It is a good plan to make a list of dutiable articles in one's luggage and hand it to the Customs officer. Similarly, on the return, any purchases of curios, souvenirs, spirits, and presents for friends which are liable to duty should be listed for presentation to officials at the port of debarkation, who are generally very lenient with bona-fide tourists.

THE LAUNDRY. Formerly, black laundresses visited the ships to collect laundry from passengers requiring such services. The installation of modern laundries at the principal ports of call now renders this unnecessary. Hotels are in touch with the best laundries, if they have not got their own. Some of these itinerant laundresses achieved a measure of fame. Jane Anne Smith, the buxom black laundress who used to salute passengers on their arrival at Barbados, taking from them their 'washing' and selling them her famous hot sauce and salmagundi, is, alas, no more. (*See engraving of Rachel Pringle, an equally noted predecessor, facing page 36.*)

TELEGRAPH AND POSTAL FACILITIES. All the West Indian islands and the neighbouring countries on the mainland are in telegraphic communication with the outside world by cable or wireless, and in many cases by both.

The principal cable and wireless system is controlled by the British company, Cable and Wireless, Ltd., which has working agreements with other companies operating in the region. Rates are reasonable. Thus, the charges from any Commonwealth country are a maximum of 1s. 4d. a word for full-rate telegrams; 7d. a word for a minimum of 22 words, letter-telegrams; or social messages (GLT), minimum 10 words, 7d. a word.

All the West Indian Colonies have wireless telephonic communication with the outside world. Limited facilities are also provided for photo-telegraphy, and these are being extended.

A Barbadian on a visit to London, noticing the congested streets near the Mansion House, is said to have exclaimed: 'What a crowd! It must be mail day!' That was when the British West Indies had a regular fortnightly contract mail service. To-day, air mail opportunity is so frequent that almost

every day is 'mail day' in the larger territories. Hotels and guest-houses are always well informed on dates and hours of closing as fixed by the postal authorities.

The West Indies enjoy efficient Express Letter, Cash on Delivery, Parcel Post, Money Order, and Postal Order Services.

Travellers moving from place to place are advised to have their correspondence addressed to them 'care of' the agents of the various steamship companies or airlines at the ports of call.

AMUSEMENT AND SPORT. There is no lack of amusements and sport for visitors to the West Indies, which are dealt with under the heading 'Sports' in the succeeding chapters. The favourite games are lawn-tennis, golf, and cricket, and, in the islands under American influence, baseball. There are ample facilities for bathing and dancing, while motoring adds greatly to the pleasure of a visit to the tropics. Picnics, formerly called 'maroon parties' in the West Indies, are popular. The principal towns have well-equipped cinemas, and are occasionally visited by theatrical repertoire companies.

Fishing, both in sea and river, and to a lesser extent shooting, can be enjoyed. For fishing the following tackle is recommended:

Sea and Estuary. Tarpon rod; 6-inch tuna reel; 300-yard 21-thread ocean line and spare hanks, 15-21 thread; backing, leads, including swivel leads, from 2 oz.; Punjab and piano wire, a good supply, all sizes; assorted hooks, single 3-8/0; treble, larger; artificial baits assorted, chiefly 6-9-inch swallow tails, sand eels, spoons, blue and silver, all of the strongest to resist the powerful jaws of large predatory fish; strong wire-cutting pliers; strong gaff and landing net; bait-can, disgorging, gag, priest, etc. If expense is a consideration, an 8- or 9-foot stout sea rod and a Nottingham winch may be substituted for the tarpon rod and tuna reel.

River. Strong split-bamboo 9-foot rod, dry-fly action; 'perfect' reel; 30 yards level line and backing, with spare hanks; gut casts, assorted; flies (eyed), chiefly wickham, coachman, sedges, 2-4. For spinning: 8 feet 6 inch casting rod; silex reel; lines and backing, hooks, traces, leads, swivels, worm tackle; assorted silver Devons, halcyons, spoons. Here again expense may be lightened by substituting any sound rods and Nottingham reels in corresponding sizes.

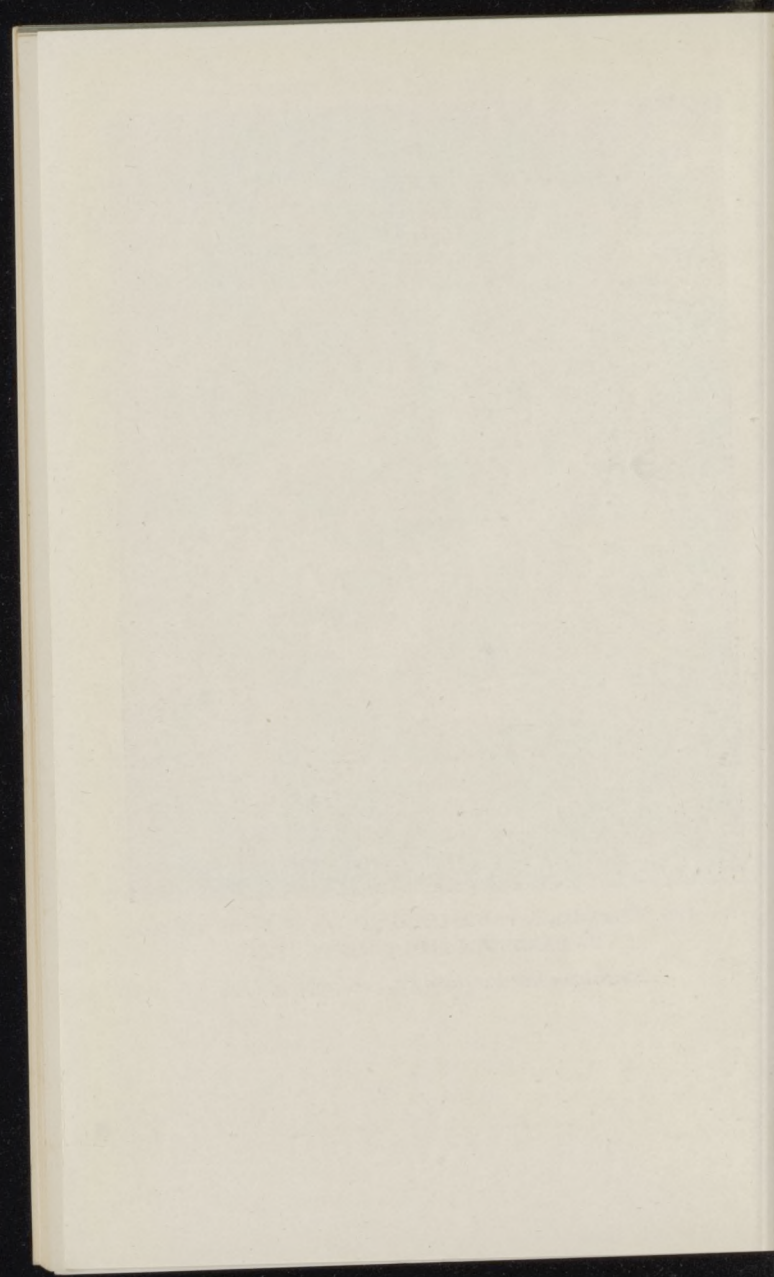
ROADS AND MOTORING. Generally speaking the roads in the West Indies are good, and in some of the larger islands excellent. Throughout the islands, and in all the larger centres, there are garages where cars can be hired, repairs effected, and petrol obtained. There is an import duty on motor-cars which varies in different places, but this is refunded when the cars leave. Only visitors contemplating a long stay in the Bahamas, Barbados, Jamaica, Trinidad, Cuba, or Puerto Rico should have their motor-cars sent out, and they should get into touch with the automobile association to which they belong. They should also take their driving licences, which in some places are accepted as evidence of competency and obviate the need for examinations into the proficiency of their holders.

There are Automobile Associations in Barbados (Bridgetown), Jamaica (Kingston), Trinidad (Port of Spain), and Cuba (Automovil Club de Cuba, Havana).



RACHEL PRINGLE, A PREDECESSOR OF JANE ANNE SMITH,
THE BARBADOS BUM-BOAT WOMAN

Engraving after Rowlandson, published in 1796



CHAPTER III

BERMUDA

Quo fata ferunt

THE BERMUDAS or Somers Islands, better known as Bermuda, are not in the West Indies; but as many steamers visit them on their way to and from the Caribbean Sea their inclusion in the present volume should require no special justification.

Bermuda consists of a group of about one hundred and fifty small islands lying in the shape of a sickle in the Western Atlantic in latitude $32^{\circ} 15' N.$ and longitude $64^{\circ} 51' W.$ about 580 miles to the east of Cape Hatteras, and 667 miles from New York. They are all of coral formation, and are described in the report on the voyage of H.M.S. *Challenger*¹ as a coral atoll 'situated on the summit of a large cone with a wide base, rising from the submerged plateau of the Atlantic'. Their total area is twenty-two square miles, or just one-eighth of that of the county of Rutland. The principal island, near the centre of which, at the head of a deep inlet of the Great Sound, Hamilton the capital is situated, is about fourteen miles long and has an average width of about one mile. Next to it in importance is St. George's Island, at the extreme north-east, with a spacious harbour, on the shore of which stands St. George's, the former capital. The other islands of consequence are: Ireland Island at the north-west (formerly the naval dock-yard, but now closed for reasons of economy), Boaz and Watford, and Somerset, Smith's, St. David's, Cooper's, Non-such, River, Port's, and Godet's.

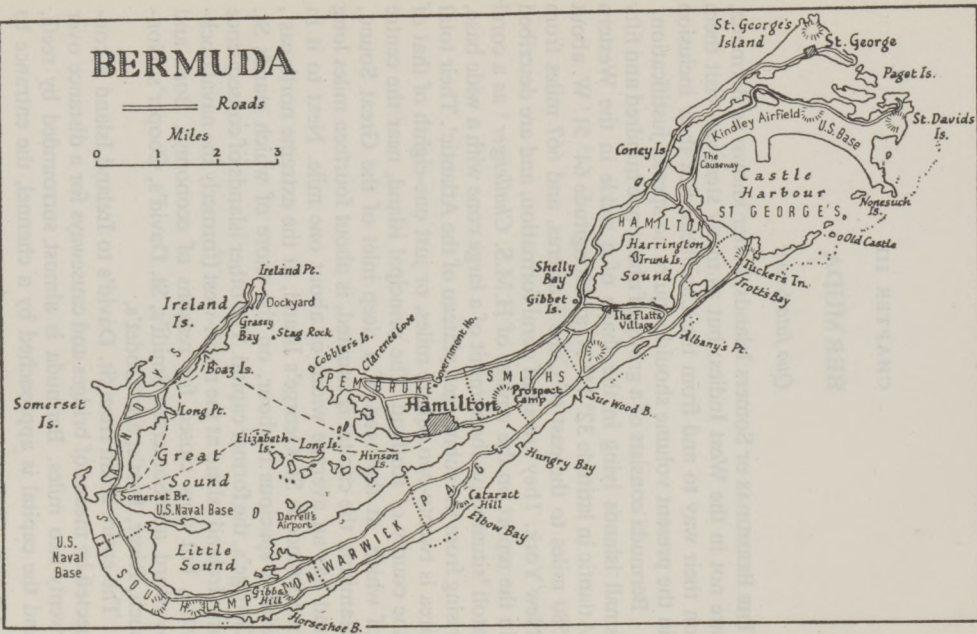
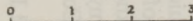
The entire chain from St. David's to Ireland Island is connected by means of bridges and causeways for a distance over twenty-two miles. Bermuda is almost surrounded by reefs, and the capital is approached by a channel, the entrance to

¹ H.M.S. *Challenger* was sent by the British Government on an extended cruise for exploration with a scientific staff, selected by the Royal Society, in December, 1872. She returned in 1876.

BERMUDA

==== Roads

Miles



which is called 'The Narrows', extending from St. George's Island to Grassy Bay, a sheltered anchorage off Ireland Island. The northern coasts of the islands are much indented; but approach to them is dangerous owing to many sunken rocks. The islands have no rivers, and though several wells exist the water from them is brackish. The inhabitants are consequently dependent upon the rainfall for drinking-water. For other purposes water is now obtained by boring. For the large hotels water is brought from New York by steamer. The islands are comparatively flat, the highest elevation being 245 feet. They are divided into nine parishes: St. George's, Hamilton, Smith's, Devonshire, Pembroke (in which the capital is situated), Paget, Warwick, Southampton, and Sandys. The total population is approximately 37,000, of whom about one-third is white—many being the descendants of the early colonists—and the remainder coloured, descendants of slaves and of imported labourers from the West Indies.

INDUSTRIES. The early settlers in Bermuda were planters, and the inhabitants followed agricultural pursuits until the abrogation of the charter of the Somers Islands Company in 1684 (*see* page 41), when they took to trading. In vessels made of native cedar, they traded with the West Indies and America, and carried salt fish from Newfoundland to Europe, returning with cargoes of port wine. On occasions, too, they would meet the fleets from India and carry the produce of the East to the West Indies. This industry was, however, practically killed by the advent of steam, and the inhabitants then had to look about for other means of employment. William Reid, the Governor at this critical period, solved the difficulty to some extent by calling attention to the agricultural possibilities of Bermuda, and now, though only one-quarter of their area is suitable for cultivation, the islands yield crops of potatoes, onions, tomatoes, celery, and other vegetables. Formerly there was a lucrative export market for winter-grown vegetables in the United States, Canada, and the West Indies. These markets were lost to a great extent owing to the lack of shipping facilities during the war. With improved refrigeration most of these commodities are now available for local consumption. The Bermuda Easter Lily (*Lilium longiflorum Harrisii*) is at present about the only agricultural commodity exported. The production of the bulbs is a flourishing industry; these are in great demand in the United States and Canada. A by-

product, cut flowers for the Easter season, is of increasing importance as a result of air express services. Fish of great variety, and lobsters too, abound in the waters surrounding the islands, and form the basis of a profitable local industry.

The most important industry is catering to the tourist trade, on which the Colony depends for no less than 85 per cent. of its income. Bermuda is justly renowned as a tourist resort. The total number of persons arriving in the island during 1951 was nearly 100,000.

There are two small perfume factories, while cabinet work and handicraft production in native cedar wood are being encouraged.

CLIMATE. Bermuda is famed for its climate. During the winter months the temperature ranges between 60° and 70° Fahr. During the greater part of the year the islands are swept by health-giving ocean breezes and, except perhaps in September, the climate is rarely oppressive. The annual rainfall is about sixty inches.

HISTORY. The discovery of Bermuda is attributed to Juan Bermudez, a Spaniard, who touched there in his ship *La Garza* (the Hawk) in 1515, and gave the islands their principal name. Ferdinando Camelo, a Portuguese from the Azores, submitted a scheme to the King of Spain in 1527 for colonising the islands, but it proved abortive, and the only evidence that he ever took possession is furnished by his initials and '1543' inscribed on what is now called 'Spanish Rock'. In 1593 one Henry May was wrecked in a French ship on the shoals off Bermuda, and reaching the shore remained there for five months. After that year the islands were often sighted by mariners, who called them the 'Isles of Devils' in consequence of the reefs surrounding them.

The next recorded visitor was Sir George Somers, a worthy of Dorsetshire. When on a voyage to the newly formed colony of Virginia in 1609, he was separated from his companions in a terrific storm, and his vessel, the *Sea Venture*, being wedged between two rocks off what is now St. George's Island, became a total wreck. On July 28th the ship's company managed to land, and they remained on the islands until the following May, when they succeeded in reaching Virginia in ships of their own building. The circumstance that they found the colonists there almost starved prompted Somers to return for supplies to Bermuda, which he described as 'the most plentiful place that I ever came to for fish, hogs, and fowl'. Soon after his arrival, however, he died, and while his heart was buried where the town of St. George's now stands, his body was taken to England and interred at Whitchurch in Dorsetshire. Bermuda was now favourably spoken of. In 1612 fifty settlers were despatched to the islands by the Virginia Company, whose charter was extended

to include the 'Somers Islands', as they were called; and Richard Moore, ship's carpenter, was made first Governor. Three years later, the islands were sold to 'the Governor and Company of the City of London for the Plantation of the Somers Islands'.

At the beginning of the Commonwealth the Bermudians remained Royalist, and consequently, in company with Barbados, Antigua, and Virginia, Bermuda was penalised by the Act of the Long Parliament which prohibited trade with those Colonies; but in February, 1652, the Governor and Council took the oath of allegiance and the ban was removed. The settlers having appealed to the Crown for the redress of their grievances, the charter of the company was withdrawn in 1684 and the settlement became an English Colony, as which it has prospered greatly.

CONSTITUTION. Next to the House of Commons the House of Assembly of Bermuda is the oldest legislative body of the kind in the British Empire. Representative government was introduced into the colony in 1620, or one year only after the Assembly of Virginia—the first in the English Colonies—was established.

Since 1684 the Governors have been appointed by the Crown, and the laws are enacted by a local legislature consisting of the Governor, a Legislative Council of nine members, three of whom are official and six nominated unofficial, and a House of Assembly, comprising thirty-six members, four of whom are elected by each of nine parishes. The Governor is assisted by an Executive Council consisting of four official and three unofficial members.

HOTELS. There are hotels and boarding-houses in Bermuda to suit all tastes and pockets. Most hotels operate on the American plan, i.e. rooms and meals. Rates are usually quoted in U.S.A. currency, and are subject to change without notice. Accommodation is available in private homes for which rates are quoted usually on the Bermuda plan. Further information can be obtained on request to the Visitors' Service Bureau, Hamilton, or direct to the Bermuda Trade Development Board. Below are a few of the more prominent hotels and guest-houses with numbers accommodated in brackets:

Hamilton City. *American House* (60); *Imperial Hotel* (23); *Kenwood Club* (65); *New Windsor Hotel* (80).

St. George's Parish. *St. George Hotel* (200); *Mid-Ocean Club* (80).

Hamilton Parish. *Castle Harbour Hotel* (475); *Harrington House* (50); *Coral Island Club* (37).

Pembroke Parish. *The Bermudiana* (250); *Eagle's Nest Hotel* (75); *Princess Hotel and Cottage Colony* (400).

Paget Parish. *Coral Beach Club and Cottages* (80); *Elbow Beach Club* (320); *Inverurie Hotel and Cottages* (90).

Warwick Parish. *Belmont Manor Hotel* (200).

Southampton Parish. *The Reefs Beach Club* (55).

Sandys Parish. *Cambridge Beaches* (80).

Visitors who desire gaiety and dancing go to the larger hotels. But practically all hotels and guest-houses are near bathing beaches. Some have swimming-pools.

COMMUNICATIONS. Bermuda is easily reached by ship or plane. Regular and frequent steamship services are provided from New York by Furness Bermuda Lines. With the withdrawal of the 'Lady' boats of the Canadian National Steamships, limited accommodation from Canada is available on the passenger freighters of that Line as well as those of the Alcoa Line. The Pacific Steam Navigation Company and the Royal Mail Lines, Ltd., operate services from United Kingdom ports.

Several airlines maintain services between Bermuda and the United States: from New York, these are British Overseas Airways, Pan-American World Airways and Colonial Airlines; the last two also provide communication with Boston and Washington; from Montreal and Toronto, Canada, the Trans-Canada Airlines provide a regular service which also operates to Barbados and Trinidad, West Indies.

With Europe and the United Kingdom, communication is maintained by the British Overseas Airways Corporation. Flights connect with Lisbon, the Azores, Havana, Kingston (Jamaica), and Santiago. B.O.A.C. also maintains a connection with Miami, Florida.

Other airlines call at Bermuda, providing communications with Mexico and certain South American as well as Southern European points.

Intending visitors can secure further information from most travel agencies or direct from the Bermuda Trade Development Board, Hamilton, which also has offices at: Kingsway Hall, London, W.C.2, England; 620, Fifth Avenue, New York 20, N.Y.; 372, Bay Street, Toronto, Ontario, Canada. It may be noted that sterling is the legal tender in Bermuda, and the Bermuda Government issues its own bank-notes. United Kingdom bank-notes are not legal tender in Bermuda. Both Canadian and United States currencies are readily accepted, however.

Internal Transport. There are approximately 100 miles of paved roadway. Transportation is by means of light motor-cars (limited to 8 to 14 horse-power for passenger vehicles), horse-drawn

vehicles, bicycles (pedal or motor assisted), and boats. A Government bus service has replaced the Bermuda Railway. Only commercial vehicles not exceeding 32 horse-power are permitted. The maximum speed limits are 20 miles per hour in the country and 20 miles per hour in towns and built-up areas. There are, in addition, steamer, ferry, and launch services to island points. There is ample opportunity for sight-seeing, including the famous **Sea Gardens**. Launches, sail- and row-boats are available for hire. Information concerning rates and charges for hiring as well as for touring arrangements is available at any of the hotels and the **Visitors' Service Bureau**, Hamilton.

SPORTS. Bermuda has many exceptionally fine **Golf Courses**. Among them are the Mid-Ocean (18 holes), Belmont Manor (18), Riddell's Bay (18), and several 9-hole courses. Amateur golf tournaments are regularly held on the three mentioned. **Delightful Bathing** can be enjoyed at several places on the coast, and most of the larger hotels have swimming-pools. Surf and sun bathing are popular on many of the beaches along the south shore, and the Coral Beach Club, the Belmont-Inverurie Beach Club, and Elbow Beach are all well-equipped. **Yachting** might be said to be the sport of Bermuda, and international races of six-metre and similar class yachts are annual events. Dinghy racing, too, is popular. The former is organised by the Bermuda Yacht Club (Front Street) and the latter by the Hamilton Dinghy Club (Church Street). **Horse-back Riding** is indulged in, and there are local riding stables. There is **Horse-racing** periodically at Shelley Bay. **Cricket** is played and **Lawn-tennis** tournaments attract many well-known players. **Deep-sea Fishing** is increasingly popular, and motor-launches with experienced guides can be hired for expeditions to the deep-water fishing grounds beyond the reefs.

SIGHTS. The first land sighted by visitors to Bermuda is usually the east end of St. George's and St. David's Head. About nine miles from the shore is **North Rock**, of which Prince Albert and Prince George (afterwards King George V) wrote after their visit to Bermuda in 1880:

'It consists of three or four jagged brown sandstone teeth, that stand up a dozen or fifteen feet above the water and rise from a widespread and submerged stone plateau in the midst of the northern reefs.'

Vessels bound for Hamilton enter a buoyed ship-channel, the approach to which, off the east coast of St. George's, is

known as **The Narrows**, and proceed inside the coral reefs, along the north shore of the islands to Grassy Bay, a protected anchorage off Ireland Island, and thence by Stag Rock and Two Rock passages in the Great Sound to the capital, where large ships can lie alongside.

The menacing reef to the right as you enter The Narrows is **Sea Venture Flat**, on which Sir George Somers was wrecked in 1609 (*see* page 40). It was near the north-east corner of St. George's that Sir Thomas Gates built the *Deliverance* which, with the *Patience* built by Sir George Somers, carried the stranded company of the *Sea Venture* to Virginia. On the hillside, the barracks of part of the Imperial Garrison are seen. After rounding St. Catherine Point on which Fort Catherine stands, Murray's Anchorage is reached. The islands passed in succession are St. George's, at the extremity of which is a Martello tower erected in 1822, the tiny Coney Island (very unlike its namesake near New York) with its curious tower where salt raked in Turks Islands used to be stored for transshipment, and Long or the main island. In passing, glimpses are obtained of the Castle Harbour Hotel in the distance. Flatts Village is soon discerned with North Village just beyond. Farther on is Mount Langton, the residence of the Governor, and beyond it is Admiralty House on Clarence Hill.

Looking south, as the steamer lies in **Grassy Bay**, you see Ireland Island on the starboard or right-hand side (formerly the dockyard and naval establishment), and, on the point, the oriental-looking Commissioner's residence. Next to Ireland Island are Boaz and Watford Islands, with Somerset Island and the main island beyond. The highest point to strike the eye is Gibbs Hill, rising 245 feet above the sea and surmounted by a steel lighthouse. To a visitor from northern climes the scene is novel, and it would be difficult to describe adequately its charm. The islands are covered with a mantle of vivid green grass. The surrounding sea, on the other hand, is a deep cobalt blue which shows up the saffron-coloured Gulf weed floating on the surface (*see* page 27). Motor-launches flit here and there, and yachts spread their sails to receive the almost constant breeze. The water is so clear in these favoured regions

that rocks, really fathoms below the surface, can be seen so distinctly that they appear to be quite near.

From Grassy Bay steamers pass along the narrow Stag's and Two Rock channels in a south-easterly direction to the land-locked harbour, on the north side of which stands **Hamilton** (population about 3,500), the capital of Bermuda. Overlooking Pitt's Bay at the west end of the town is the **Princess Hotel**, erected by local enterprise in 1884, and since enlarged. It is named after Princess Louise (daughter of Queen Victoria), who visited Bermuda in 1883. Also conspicuous is the **Hotel Bermudiana**, built on the properties known as Rosebank, Long House, and Richmond, and opened in 1924.

Hamilton, so named after Henry Hamilton, Governor of Bermuda when it was incorporated in 1790, succeeded St. George's as the seat of Government of the colony in 1815. It is built on the rectangular plan on gently rising ground. What perhaps strikes visitors most on landing is the whiteness of the houses, which are almost all built of rock coral and have white roofs.

Near the landing-place is a *Visitors' Service Bureau*, at the corner of Front and Queen's Streets, where information can be obtained and expeditions planned. A representative of the Bureau meets all incoming ships.

The principal shops or stores are in Front Street, Queen Street, and Reid Street. The **Cable Office**, **Butterfield's Bank**, and the **Bank of Bermuda** are in Front Street. Passing along Front Street to the right on landing you come to a square in which, among other trees, is a cedar planted by Prince Alfred, afterwards Duke of Edinburgh, great-uncle of King George VI, when he visited Bermuda in 1862.

A monument perpetuates the memory of William Reid, the first Governor to call attention to the agricultural possibilities of Bermuda. It is inscribed:

ERECTED

A.D. MDCCCLXI

BY AUTHORITY OF THE LEGISLATURE IN GRATEFUL
REMEMBRANCE OF THE PUBLIC SERVICES AND PRIVATE
WORTH OF MAJOR-GENL. SIR WILLIAM REID, K.C.B.,

GOVERNOR OF BERMUDA FROM 1839 TO 1846

On the north side of the square stand the **Public Buildings** erected in 1839. They contain the Council Chambers and Government Offices. On the south side is a Cenotaph, unveiled on May 6th, 1925, to the memory of Bermudians who fell in World War I. It is a replica, on a small scale, of Sir Edwin Lutyens's masterpiece in Whitehall, London.

Behind the Public Buildings is the **Sessions House**, erected in 1817. The upper part of it is devoted to the House of Assembly and the lower to the Courts of Justice. The Clock Tower was erected in 1893 to commemorate Queen Victoria's Jubilee in 1887.

Up Barnaby Street the first cross-road is Reid Street, so called after Governor Reid, in which the **Masonic Hall** and the **Post Office** (both to the right) are situated. Farther up is Church Street, in which there are the Cathedral (to the right) and the Hamilton Hotel (to the left). The **Cathedral**, dedicated to the Holy Trinity, has a seating capacity of 1,200. It replaces a building destroyed by fire in 1884. The chancel was consecrated on May 11th, 1911, by Bishop Jones. The building is a handsome one built of native limestone faced with Caen stone for the doors and windows. The pews are all made of local cedar, which has a very agreeable aroma. The tower (144 feet high) is partly built of Nova Scotia freestone. The total cost was about \$200,000.

The foundation-stone of the palatial **Hamilton Hotel** was laid with full Masonic honours by Captain Charles Elliott, R.N., the then Governor of Bermuda, in August 1852, but the hotel was not opened until 1863. Opposite is the **Mechanics' Hall**, built in 1850 to house the Bermuda Mechanics' Beneficial Association.

On the left-hand side of Queen Street are the grounds of **Par-la-Ville**, in which there is a famous rubber tree (*Ficus elastica*). In the former residence is the **Public Library**.

The north end of Burnaby Street is called **Cedar Avenue**, a delightfully shady walk skirting one side of **Victoria Park**, an ornamental garden containing many beautiful flowering shrubs and trees, a bandstand erected to commemorate Queen Victoria's Jubilee, which was formally opened in 1890, and a **War Memorial**, to the memory of members of the Bermuda

Volunteer Rifle Corps who fell in the First World War.

A continuation of the road leads to **St. John's**, the parish church of Pembroke Parish. The church dates from 1621. It was restored in 1781, and again a hundred years later. In it lie the remains of Bishop Field and Sir Robert Laffan, Governor from 1877 to 1882, whose name survives in 'Laffan's Plain', Aldershot.

Mount Langton, the Governor's residence (about one mile from the wharf), is reached by way of Burnaby Street and Cedar Avenue. Designed by Messrs. Hay and Henderson, of Edinburgh, it was begun in 1886 and completed in 1892. The property, which was purchased by the Government in 1814, takes its name from an estate in Berwickshire owned by Sir James Cockburn, Governor of Bermuda from that year until 1819. In the grounds, among other flowering shrubs and plants, there are some superb bougainvillæas.

Admiralty House, the residence of the Commander-in-Chief, America and West Indies station, of which Bermuda is the headquarters, is about $1\frac{1}{2}$ miles to the west of Mount Langton. The property was purchased by the colony in 1816 for £2,000 and presented to the Crown. The grounds, though divided by the Spanish Point road, are connected by a tunnel cut in the limestone rock. A slope leads to Clarence Cove or Abbot's Bay, where there is a delightful bathing-place.

Twice a day a steamer of the Bermuda Transportation Company leaves Hamilton for the **Sea Gardens** or coral reefs, towing boats with glass bottoms through which visitors inspect the wonders of marine growth and life, a fascinating experience. The expedition takes about four hours.

White's Island in Hamilton Harbour (5 minutes' row by boat) is much frequented on account of the excellent bathing to be had there. Bathers are charged a small fee.

A steam ferry crosses Hamilton Harbour to **Salt Kettle**. In the seventeenth and eighteenth centuries, when the Bermudians were actively engaged in salt raking in the Turks Islands (*see* page 293), Salt Kettle was one of the entrepôts of the trade. Here the salt was stored prior to transhipment to America.

Ireland Island can be reached either by road or by water ($6\frac{1}{4}$ miles by steamer; 14 miles by road). Steamers of the

Bermuda Transportation Company perform the journey under contract with the local Government for the conveyance of the mails, and call also at **Boaz Island** and Mangrove Bay, Somerset Island. Leaving the wharf they pass through Two Rock Passage into the Great Sound, on the islets in which upwards of 4,000 Boer prisoners were interned towards the end of the South African War. **Oxford Point** is passed on the right, with a quaint monument of tools, bayonets, and iron hoops erected by the men of the 56th Regiment, now the 2nd Battalion of the Essex Regiment, who were isolated there during an outbreak of yellow fever many years ago.

Ireland Island was purchased by the British Government as a site for a naval base in 1809, and preliminary work on it was begun in the following year by slave labour. Convicts were substituted for slaves in 1824, and were stationed on Boaz Island, where military barracks now stand. They were withdrawn in 1863, and the graves of those who died during their sojourn in the islands alone remain to remind one of them. In the cemetery there are also the graves of many gallant naval and military officers and men. When the North America and West Indies fleet was replaced before the war by a special Cruiser Squadron in pursuance of the policy of the 'Blue-Water' school, the dockyard became less active than it used to be. The dock has been towed back to England, but there is much of interest to be seen, and visitors should enquire if permission is still required before a tour in the area is made. In the twin towers of the main building are two clocks—one to tell the time of day and the other that of high tide. A slab is inscribed:

BERMUDA YARD
LATITUDE XXXII°. XIX'. 1". N.
LONGITUDE LXIV°. LI'. XXXVI". W.
BY CAPTAIN OWEN, R.N.

Visitors should ask their cicerone to point out the old ship's bell of the *Shannon*, an interesting souvenir of the memorable engagement between that vessel and the American frigate *Chesapeake* off Boston on June 1st, 1813. It hangs in a niche in the wall near by. After a desperate encounter lasting eleven minutes, during which Captain Philip Vere Brooke of the

Shannon was disabled and Captain Lawrence of the *Chesapeake* was fatally wounded, the American vessel was compelled to strike her colours, which now hang in the Royal United Service Museum in Whitehall, London. The bell, which bears the date 1740, was cracked by a bullet.

Below it is a tablet inscribed:

BELL SAID TO HAVE BELONGED TO H.M.S. SHANNON
AND DAMAGED DURING HER ENGAGEMENT
WITH THE U.S. FRIGATE CHESAPEAKE
1ST JUNE, 1813

This historic bell was exhibited in the Bermuda Pavilion at the British Empire Exhibition at Wembley in 1924 and 1925.

Pedestrians can take a short cut to Ireland Island by crossing by ferry from Hamilton to Paget. The islands traversed are connected by bridges, and some exquisite views can be obtained of the islands in the Great Sound. Visitors wishing to get a good idea of the 'lie of the land' should make a detour at **Gibbs Hill** and ascend it (245 feet) and the lighthouse (105 feet 9 inches to the gallery), which commands a magnificent view. The lighthouse, which is of steel, was erected at a cost of £5,500 between 1844 and 1845, and the present revolving light was installed in 1904. It has an illuminating power of 99,930 candles and its light can be seen for a distance of 27 miles.

On **Scaur Hill**, Somerset Island, the road passes uphill through a deep cutting in the coral rock. Above this on the right-hand side (proceeding from Hamilton) are the remains of an old fort. Scrambling 'cross-country' through the ruins, one passes at the farther end an old water-tank, and following the pipe-line for a few yards down the farther side of the hill one comes across a 'milestone', probably erected by some Engineers stationed at the fort in times gone by. It is inscribed:

LONDON
3076
MILES

A few yards farther on is a Memorial to 'Don', the Regimental dog of the 13th Company of the Royal Engineers: 'Died 13th February, 1877.'

St. George's (12 miles) can be reached from Hamilton by the North Shore, Middle, or South Shore Road, which converge at Flatts Village. Visitors are recommended to go by the first-named road, and to return by the South Shore. The North Shore Road, which runs along the coast at the foot of the main ridge extending from Spanish Point eastwards, is reached by way of Cedar Avenue, St. John's Church, and Mount Langton (*see* page 47). Where the road turns to the right, along the coast, is a curious rock known as the **Ducking Stool**. Tradition has it that it was here that the local 'scolds' were punished in the approved style in the olden days. Two miles farther are **The Wells** where H.M. ships used to water before the present tanks were erected.

Flatts Village (4½ miles), which stands at the very narrow mouth of a large inlet of the sea called Harrington Sound, is the next point of interest. The small island just off the coast, with which it is connected by a small causeway, is **Gallows' Island**. A post at its highest point identifies the spot where a Negro slave was hanged on a gibbet in 1754 for murdering his master. Flatts was once a shipping port of some size. Just across Flatts Bridge, on the Harrington Sound side of the road, is the **Bermuda Government Aquarium**, built in the old colonial style of native stone. It contains a remarkable collection of fishes, including morays, which can bite through a one-inch plank, angel fishes, brilliantly coloured grunts, parrot-fish, sea-horses, sharks, and shark-suckers, besides octopuses, turtle, sea anemones, corals, and sponges. In the grounds are interesting collections of tropical birds, penguins, iguanas, tortoises, and monkeys, while a museum has recently been established nearby.

Visitors to the aquarium may view the marine flora and fauna in Harrington Sound through a diving helmet. For this, a bathing costume is necessary.

The **Middle Road** to Flatts Village begins at the east end of Hamilton, and joins the North Shore Road at Zuill's Park, a distance of half a mile from the village, passing **Prospect**, the military camp. This road can be taken on the excursion to Spanish Rock (3 miles; *see* pages 40 and 56) and Knapton Hill (4 miles).

Harrington Sound is always a source of great attraction to visitors, and especially those interested in geology, for in its neighbourhood there are many remarkable limestone caves. The island to the north-east of Flatts is **Trunk Island**. After crossing the Flatts Bridge, the visitor can proceed either by the shorter North Road or the longer but more interesting South Road, which together encircle the Sound, meeting in the neighbourhood of the Causeway (*see* page 52). The palatial **Mid-Ocean Club** (*see* page 55) at Tucker's Town has a frontage of 6 miles on Harrington's Sound, Castle Harbour, and the Atlantic, and a delightful ocean bathing beach. A feature of this spot is the **Natural Arches** carved by the sea out of the coral rock.

The most direct route to St. George's is by the North Road, passing **Shelley Bay**, which affords a good view of Ireland Island and Somerset Island, and **Bailey's Bay**, in the neighbourhood of which are the justly famed **Joyce's Caves** with their many stalactites and stalagmites. The long cave with two entrances recalled to the minds of the young Princes in 1880 (*see* page 43) that of which Stephano in *The Tempest* (Act ii, scene 2) said, 'My cellar is in a rock by th' sea-side, where my wine is hid'. To approach the second cave ladders are needed, and here the stalactites are even more remarkable, assuming as they do all kinds of fantastic shapes. A stalagmitic bust of Shakespeare is shown among other curiosities.

The South Road round the Sound passes many points of interest, the most notable of which perhaps is the **Devil's Hole**, now the property of the Trott family. This pool, which is also known as the Grouper's Grotto and Neptune's Grotto, is stocked with fish whose every movement can be plainly seen in the remarkably clear water, which rises and falls with the tide, being connected with the sea and not with the Sound. Here visitors may enjoy the painless sport of 'yanking monster fish out of the water'. No hooks are used, but great groupers greedily take the bait tied to strings and are hauled up until they let go and fall back into the water.

At the eastern corner of the Sound is the property known as Paynter's Vale, and above it rises **Paynter's Hill**, well worth climbing for the sake of the superb views it affords of the

Sound on one side and Castle Harbour on the other. Near by is **Shark's Hole**, another interesting cave over which the road passes, and proceeding farther, one comes to the famous **Walsingham Caves**, which well repay a visit. It was at Walsingham that Ireland's poet, Tom Moore, resided for a few months when he was Registrar of the Vice-Admiralty Court. **Tom Moore's House** is now a tavern. A facsimile of it accommodated the Bermuda exhibits at the British Empire Exhibition at Wembley in 1924 and 1925. Tom Moore did not remain long in the islands, but delegated his duties to another man. The poet's calabash tree is pointed out to visitors. Near the house are the **Leamington Caves**, and a little farther on the **Crystal Caves**, perhaps the finest in the island. These caves were discovered through a small boy losing his ball in a hole in the ground. A search for it led to the lucky owner of the land finding these remarkable subterranean caverns, never before penetrated by any human being. In the same neighbourhood there are also the scarcely less famous **Fern Caves**, the **Blue Hole**, and **Castle Grotto**, all of which should be inspected.

The South Road eventually joins the North in the neighbourhood of the **Causeway**. Until 1871 communication with St. George's could only be effected by ferry from Coney Island to the mouth of Castle Harbour, and in bad weather the capital was often cut off from the other islands for days at a time. In that year, however, St. George's was connected with the Main Island by means of a causeway, begun in 1867 under the direction of Lieutenant Hime, R.E., and opened amid the rejoicings of the inhabitants. The length of this causeway from the spot called Blue Hole, at which it starts, is 1 mile and 1,430 yards, and the cost of its construction was £32,000, towards which the Imperial Government contributed £8,500. For the first part of the distance the causeway crosses the open harbour like the bridges from Mestre to Venice. It is then carried over Long Bird Island, which is connected with Stock's Point on St. George's Island by a swing-bridge. This, when open, affords access to St. George's Harbour from the north. From Stock's Point the road runs round Mullet Bay and under the guns of the old Fort George, affording superb views of characteristic Bermudian scenery.

St. George's is a picturesque town of about 2,000 inhabitants. Founded in 1612 and incorporated in 1797, it was the capital of Bermuda until 1815, when the seat of government was transferred to Hamilton. The town stands on the north shore of St. George's Harbour, and is approached from the sea by the narrow channel known as the Town Cut, which is commanded by the guns of Fort Cunningham on Paget's Island. On the rising ground behind the town are the military barracks and on the highest part is Fort St. George.

The principal landing-place is at the **Market Square**, off which stands the small **Ordnance Island**. The **Town Hall** faces the Square.

The **Hotel St. George**, opened in 1907, stands on the Rose Hill property, once the residence of Governor Tucker (1803-5), about 100 feet above the town. It commands a noble view of Castle Harbour, Castle Island, and St. David's. In front of the hotel are two trees said to have been planted as sprigs from a bride's bouquet many years ago. Behind the old Government House is the entrance to the **Public Gardens**, which deserve a visit. In the wall on the left-hand side of the entrance is a tablet to the memory of Sir George Somers. It was erected at the instance of Governor Sir John H. Lefroy, and is inscribed:

NEAR THIS SPOT
 WAS INTERRED IN THE YEAR 1610,
 THE HEART OF THE HEROIC ADMIRAL
 SIR GEORGE SOMERS, Kt.,
 WHO NOBLY SACRIFICED HIS LIFE
 TO CARRY SUCCOUR
 TO THE INFANT AND SUFFERING PLANTATION
 NOW
 THE STATE OF VIRGINIA.
 TO PRESERVE HIS FAME FOR FUTURE AGES,
 NEAR THE SCENE OF HIS MEMORABLE
 SHIPWRECK, 1609,
 THE GOVERNOR AND COMMANDER-IN-CHIEF
 OF THIS COLONY FOR THE TIME BEING
 CAUSED THIS TABLET TO BE ERECTED
 1876

In 1620 Governor Nathaniel Butler caused the following inscription to be placed over the spot:

In the year 1611¹

Noble Sir George Summers went hence to heaven,
Whose well-tried worth that held him still imploid
Gave him the knowledge of the world so wide;
Hence 'twas by Heaven's decree that to this place
He brought new guests and name to mutual grace;
At last his soul and body being loth to part
He here bequeathed his entrails and his heart.

Near the Somers tablet is the inscription:

CHARLOTTE HOPE

POSUIT

JOHANNES HOPE

PRAEFECTUS

25TH DECEM. ANNO. 1726

The memory of the founder of the colony is further perpetuated by a monument in the Public Gardens, which was unveiled on February 14th, 1911, by the then Governor, Sir F. W. Kitchener, the funds being provided by the Colonial Legislature.

It is inscribed:

1609-1909

IN COMMEMORATION OF THE
SETTLEMENT OF THESE ISLANDS
ON THE 22D OF JULY, 1609

AND

IN HONOUR OF ADMIRAL
SIR GEORGE SOMERS, Kt.
AT WHOSE INSTANCE LARGELY
THE SETTLEMENT WAS EFFECTED
THIS MEMORIAL
HAS BEEN ERECTED OUT OF A
GRANT MADE BY THE LEGISLATURE
OF THE COLONY

¹ Sir George Somers died in 1610. 1611 is no doubt poetic licence.

In a characteristic Bermudian house called **City Hall**—because its original owner wanted to ‘go one better’ than his friend who had built a house and named it **White Hall**—is accommodated the **St. George’s Historical Society**.

The **Post Office** and **Customs** are in a building in **Water Street** to the east of the **Market Square**.

The old church of **St. Peter’s** in **York Street** was built in 1713 on the site of one erected as far back as the year 1612 by Governor **Moore**. The tower was added in 1814. The communion plate, which is dated 1684, was the gift of King **William III**.

There are several quaint epitaphs in the church and churchyard. Within the church a mural slab to the ‘Memory of **Christopher Hayland: Lieut.**’ (died November 14th, 1817), after recording that deceased left ‘an affectionate wife and infant son to lament his loss’, concludes:

Alas, he is not lost
But is gone before.

In the churchyard, a monument is erected beside the foot-path to the north-east of the church inscribed:

HERE LIETH THE BODY OF
MRS. MARY BELL, WIFE OF DR. RICHARD BELL
WHO DEPARTED THIS LIFE THE
13TH OF MARCH, 1783
AGED 17 YEARS

ALSO THEIR TWO DAUGHTERS WHO DIED IN APRIL, 1783
ONE AGED TWO YEARS THE OTHER THREE WEEKS

The doctor was evidently fond of children!

Many pleasant walks and expeditions can be enjoyed from **St. George’s**, notably to the **Barracks**, which command a very fine view, and to **St. David’s Island**, now reached by a bridge opened in 1934.

On the return journey to **Hamilton** one can gain the **South Road** either at **Tucker’s Town** or at the **Devil’s Hole**. At **Tucker’s Town** the road traverses the **Mid-Ocean Golf Course** (see page 51). The first place of interest reached is **Peniston’s**

Pond (2 miles), a brackish lake apparently separated from, but really communicating with, the sea by underground channels. Near by is the historic **Spanish Rock** inscribed:

F +

1543

which is shown to prove that the Portuguese Ferdinando Camelo (*see* page 40) actually visited Bermuda. The military road between Tucker's Town and Spanish Rock is justly claimed to be an 'unrivalled seaside drive'.

The south entrance to the **Agricultural Station** (about one mile from Hamilton) is on the South Shore road near Hungry Bay, and visitors returning from St. George's or proceeding there can drive through the grounds, in which an immense rubber tree (*Ficus elastica*) is conspicuous. The grading and packing house for vegetables can be inspected.

In the eighteenth century superstitious bluejackets on the West Indies station believed that the Bermudas were floating on the ocean. There were no real grounds for such a remarkable theory. Those beautiful islands are securely anchored to the bed of the Atlantic, and to the hearts of those who have been fortunate enough to visit them.

CHAPTER IV

THE BAHAMAS

Expulsis piratis commercia restituta

THE BAHAMAS consist of a chain of coral islands, cays, and rocks, their aggregate land surface being 4,375 square miles, an area slightly less than that of Jamaica, the largest of the British West Indian islands. Lying between latitude $20^{\circ} 50'$ and $27^{\circ} 34'$ N. and longitude $72^{\circ} 40'$ and $80^{\circ} 32'$ W., they extend from off the coast of Florida to the north of Hispaniola, and include twenty-nine inhabited islands and some 3,000 islets and rocks. The principal islands are: New Providence (in which is Nassau, the capital), Abaco, Harbour Island, Eleuthera, Inagua, Long Cay, the Biminis, Cat Island, Ragged Island, Rum Cay, Exuma, Long Island, and San Salvador, or Watling's Island, all of which are Ports of Entry; and Grand Bahama, Crooked Island, Acklin Island, Mayaguana, the Berry Islands, and Andros. Their population is approximately 81,440.

The large islands are for the most part situated on the eastern edge of the plateau on which the archipelago rests, and rise precipitously from great depths of ocean averaging between 2,000 and 2,700 fathoms¹ within a mile from the shore. On the west and south-west is the Great Bahama Bank, a vast submerged area stretching from the Gulf Stream to within a few miles of the coast of Cuba, over which the depth of water rarely exceeds four fathoms. On the south, between Long Island and Long Cay, there is a deep-water channel about 40 miles wide, known as Crooked Island Passage, through which vessels going to and from Canadian and North American ports and the Panama Canal pass.

New Providence (not one of the larger islands, but the most important) lies on the south of the Providence Channel

¹ A fathom is 6 feet.

NEW PROVIDENCE

BAHAMAS

— Roads

Miles
0 1 2 3



and is situated on the very edge of soundings, the depth of water within half a mile of Nassau Harbour being 300 fathoms. Off its western and southern shores there lies an extraordinary body of deep water, known as the 'Tongue of the Ocean', which separates New Providence from Andros.

All the larger islands have the same general configuration. They are protected by long reefs, shifting sand bores, and coral heads, access to the land being obtained by tortuous passages and narrow openings navigable only by vessels of shallow draught. The land rises abruptly from the sea to a long narrow ridge, seldom more than 150 feet high, behind which is a marshy swamp, studded here and there with shallow pools and lagoons. Beyond these again rises another low ridge. The land is nowhere of great elevation, the highest point (in San Salvador) being only 240 feet; while Grand Bahama is less than 40 feet above high-water mark. There are no minerals of any kind in the colony and the only deposits of any commercial value are found in the numerous caves in the shape of bat manure, known locally as Cave Earth, the exportation of which is prohibited. The islands, however, produce good building stone (coral detritus), of which the more ambitious houses and edifices are built. The only river in the entire group is in Andros, and even that is little more than a creek.

INDUSTRIES. The economy of the colony depends almost entirely on the tourist industry. Exports in their order of value include lumber (which exceeds all others by a large margin), tomatoes, crawfish, salt, shredded coconut, straw, and shell work. The sponge industry, once the principal activity of the Bahamas, has not yet recovered from the marine disease which devastated the beds in 1939, but artificial cultivation holds out promise of a possible revival. The sisal industry, too, is largely in abeyance. Main export markets for lumber are the British West Indian islands and Cuba, while Canada and the United States take most of the other items.

Every effort is being made by the Board of Agriculture to expand agricultural production, and in this connection the Colonial Development Corporation has extended its operations to the colony, notably at Eleuthera and Andros islands, where it has purchased property. Green vegetables, pineapples, citrus, and bananas show signs of increased activity. An American-owned

company has established a modern dairy farm at Hatchet Bay, Eleuthera, which supplies the local market with its requirements of poultry, eggs, and milk. Meanwhile, too, an Act to encourage the establishment and development of light industries was enacted in 1951, granting concessions to this end.

CLIMATE. The climate of the Bahamas is equable and healthy. In Nassau the mean temperature during the first three months of the year is 71° Fahr., and during the hottest months only 82.4° Fahr., the mean temperature throughout the year being 77° Fahr. The lowest temperature in the last thirty years was 53° Fahr., and the highest 98° Fahr. During the winter months little rain falls, and the prevalent winds in winter blow from the north-north-east and north-west for about thirty days out of ninety and from the east for about twenty days.

HISTORY. The Bahamas were discovered by Columbus, who landed in 1492 on San Salvador (now Watling's Island), his first landfall in the New World. The original inhabitants, called by the discoverer Lucayans, were indolent, and were soon exterminated by the Spaniards, who sent most of them to work in the mines of Hispaniola. The Bahamas were included in a grant by Charles I to Sir Robert Heath, then Attorney-General of England, dated October 30th, 1629. Settlers went to Eleuthera in considerable numbers from Bermuda in 1647-60 under the auspices of the Company of Eleutherian Adventurers, a London concern, and some years later also to New Providence. In 1670 the islands were granted by King Charles II to the Duke of Albemarle and others as Lords Proprietors, who, however, on October 27th, 1717, surrendered the civil and military government to the Crown. Soon after the foundation of the colony it became one of the chief haunts of the Buccaneers, who degenerated into pirates and made the islands the base of their expeditions and the scene of their debaucheries.

The Spaniards resented this and frequently raided and destroyed the English settlements; but it was not until 1718, when Captain Woodes Rogers, R.N., the rescuer of Alexander Selkirk from Juan Fernandez, was appointed Governor that piracy was suppressed. He caused eight of the chief offenders to be hanged on one day. In 1782 a force of Spaniards captured Nassau and held it for some months; but in 1783 it was retaken by Colonel Deveau of South Carolina, in the manner described on page 66. In 1784 the population of the colony was more than doubled by the arrival of Loyalists from Georgia and Carolina with their slaves. These staunch men and true were given grants of land and made admirable colonists. During the American Civil War Nassau became the headquarters

of blockade runners, and the colony enjoyed a period of unparalleled prosperity, the total volume of trade actually rising from £491,979 in 1860 to £10,019,510 in 1864. No fewer than 393 vessels entered, and 584 cleared for blockaded ports. Of these, 64 are known to have been captured or sunk.

CONSTITUTION. Like Barbados and Bermuda, the Bahamas possess representative institutions without responsible government. By an Order in Council dated July 25th, 1728, a General Assembly with legislative powers was constituted. This Assembly met for the first time on September 29th, 1729. There is an Executive Council and a Legislative Council consisting generally of nine members nominated by the Governor. The House of Assembly consists of twenty-nine members, elected for seven years on a most liberal franchise which amounts practically to manhood suffrage.

HOTELS. Most hotels operate on the American plan, i.e. rooms and meals. The principal luxury hotels are the *British Colonial* (400 guests) and the *Fort Montagu Beach* (350 guests); others include: the *Royal Victoria*, *Carlton House*, *Prince George*, *Windsor*, *Drake*, *Parliament*, and *Lucerne*. Accommodation is also provided by residential clubs and guest-houses, of which there is a considerable number. Summer rates are usually lower than winter.

The Bahamas Development Board issues folders giving particulars of hotels, guest-houses, cottages, apartments, clubs, and residences to be let. In addition to the Board's Information Bureau in Nassau, enquiries may also be addressed to: 1633-4, du Pont Building, Miami, Florida, U.S.A.; 247, Park Avenue, New York 17, N.Y., U.S.A.; James Lovick & Co., Dominion Square Building, Montreal, P.Q., Canada; Bahamas Government Information Bureau, 50, Mount Street, London, W.1, England; or Travel Agencies.

While sterling is the money of account, silver coins of the United Kingdom are not legal tender for payment of an amount exceeding 40s. Local currency notes of different denominations are issued by the Bahamas Government Currency Commissioners. American currency circulates freely and is accepted at the standard rate. Statistics show that 80 per cent. of the visitors are of United States nationality.

COMMUNICATIONS. While passenger-steamer services are satisfactory, comparatively speaking, and probably adequate for the provision of transportation for visitors who have not yet become air-minded, it is significant that over 90 per cent. of those arriving for a stay in the colony now travel by air. The growth of the tourist trade is shown by the fact that sea travel to Nassau

increased by 48 per cent. over 1950 and that by air 47·05 per cent. during 1951, a total over-all increase of nearly 50 per cent.

There is a direct weekly steamship service between New York and Nassau, and a similar service with Miami. The regular passenger steamers of the Pacific Steam Navigation Company operating between the United Kingdom and South America have resumed their calls, which were interrupted during the war. In addition, Nassau is a popular call port for cruise ships. Freight services with the United Kingdom are maintained by the Royal Mail Line and the Pacific Steam Navigation Company. Locally owned vessels ply with freight freely from and to Miami, and there is also a service by motor vessels with Jacksonville, Florida. A regular fortnightly freight service from New York is maintained by the North Atlantic and Gulf Steamship Company. The Canadian National Steamships run regular freight services from Halifax and Montreal.

The principal airways operating services with the colony are the British Overseas Airways Corporation, Pan-American Airways, and Trans-Canada Airlines. With their various connections, communication with North and South American points is regularly and easily maintained. British West Indian Airways maintain a frequent service, on charter to B.O.A.C., between Nassau and Kingston, Jamaica, connecting with their services throughout the Caribbean; they also operate on the Miami run. The Bahamas Airways, Ltd., in addition to internal services throughout the Bahama Islands, utilising amphibious aircraft, operate frequent international services by DC-3 aircraft connecting Nassau with Miami, West Palm Beach, Havana, Santiago de Cuba, and Kingston. The **Butlin's Vacation Village** enjoys a shuttle service performed by Resort Airlines Inc.

Internal communication between the different islands is maintained by amphibious aircraft, as noted above. In addition, there is communication by boat and fast motor-vessels. **Sailing and Motor-boats** can be hired by the day or season, with competent men to manage them. There are approximately 165 miles of public roads on New Providence, the majority being asphalted; practically all may be used by motor traffic. There are also a number of private roads. Motor-cars are plentiful in Nassau.

SPORTS. The favourite pastimes in Nassau are **Lawn-tennis** and **Golf**. Tennis is played on 'dirt' courts, tournaments being held in winter under the auspices of the Nassau Lawn-tennis Club and the British Colonial and Fort Montagu Beach hotels. The Bahamas Country Club has picturesque 27-hole **Golf Links** 3½ miles west of Nassau, and adjoining its own bathing beach, with tennis courts

and many club facilities. **Rugby Football** is played during the winter, and polo is popular. **Duck Shooting** can be indulged in on Lakes Cunningham and Killarney (New Providence) from November to April and on a number of the other islands, where also wild pigeon afford good sport in the summer months. The **Sea-fishing** is varied and excellent and especially so round the 'out islands'. 'Big-game' fishing is very popular, and attracts many resident and visiting sportsmen. Fully equipped motor cruisers with skilful guides are available for long and short trips, and fishing camps have been established on several of the islands. The **Sea-bathing** is unsurpassable and **Yachting** and **Boating** can be enjoyed with perfect safety in the well-protected harbour. The Nassau Yacht Club's headquarters at the east end of the harbour is a centre for yachting activities, and the club house has an excellent dance floor, its own bathing beach, and well-equipped lockers and dressing-rooms.

CLUBS. The members of **The Club** extend hospitality to visitors suitably introduced. The **Porcupine Club** on Hog Island is open only during the winter season. All the 'Charter members' are American. Other prominent clubs are the **Nassau Lawn-tennis Club** and the **Nassau Yacht Club**.

SIGHTS. **Nassau** (population about 32,500), the capital of New Providence, a town dating from 1729, is picturesquely situated on gently rising coral ground on the north-east end of the island and on the shore of a harbour protected by Hog Island.

Large steamers can enter and turn in Nassau harbour, though some lie outside and land passengers by tugs.

On entering, the steamer or tug passes the site of old Fort Nassau, now occupied by the British Colonial Hotel, which replaced a smaller building destroyed by fire on March 31st, 1922. On this spot eight pirates were hanged on December 12th, 1718. At 10 o'clock on that day

they were led to the top of the rampart fronting the sea. Thence they were conducted down the ladder to the foot of the fort wall to the gallows, whereon a black flag was hoisted. They were allowed three-quarters of an hour under the gallows which they spent in singing psalms.—*The History of the Pirates.*

Passengers land at **Prince George's Wharf**, so named to commemorate a visit paid to Nassau in 1928 by Prince George, later the Duke of Kent, when he was in H.M.S. *Durban*. The

wharf is connected by a steel bridge with Rawson Square, which owes its name to Sir Rawson W. Rawson, Governor from 1864 to 1869.

The Customs formalities are not alarming, and American visitors are generally agreeably surprised at the cursory nature of the examination of their personal effects which is made. Rawson Square is separated by Bay Street from the **Public Buildings**. These form three sides of a quadrangle. The centre building contains the Legislative Council Chamber, with the **General Post Office** on the ground floor. The eastern wing contains the Colonial Secretariat and the offices of the Commissioner of Currency and the Telegraph Department, while in the western wing is the House of Assembly.

To the south are the **Law Courts**. To the south, again, stands an octagonal building which was once a prison and is now the **Public Library**. It has a well-equipped reading-room and museum.

Bay Street is the chief thoroughfare of Nassau. It runs parallel with the sea front along the entire length of the town. On the north and sea side are the wharves and business premises of the merchants and the Royal Bank of Canada, while on the south side are well-appointed stores or shops. The offices of the Chamber of Commerce and the Masonic Temple of the Royal Victoria Lodge (No. 443) are also in this street. To the west the street is diverted at the British Colonial Hotel, and, passing round the back of it, takes one to within a short distance of the historic **Fort Charlotte**, which commands the western entrance to the harbour. This old fort, named after Queen Charlotte, the consort of George III, overlooks **Clifford Park**, a large sports ground with polo and cricket fields and space for athletic meetings. The fort was built in 1788 by John Murray, fourth Earl of Dunmore, the last British Governor of New York and Virginia, and Governor of the Bahamas from 1786 to 1796. The centre and western portions, called Forts Stanley and D'Arcy respectively, were added at a later date. The fort contains many curious underground stairways, corridors, and dungeons, now the home of innumerable bats, one species of which is, so far as is known, only found in New Providence.

The **Sponge Market** or Exchange, at the foot of Frederick Street and on the harbour front, should be visited. The sponges, after being roughly cleaned and dried, are laid out in lots. The members of the Exchange first inspect them and make their bids on slips of paper. The successful bidder then removes his sponges in sponge-drays—large but lightly built crates carried on two-wheeled carts—to the sponge yards. In the offing lie many of the sponging boats which deposit their cargoes here. The industry has suffered a number of set-backs in recent years, but is being gradually revived.

Of interest, too, is the old **Vendue House**, built in 1800, at the foot of George Street and the end of Central Bay Street, where in the old days the slave auctions were held.

Victoria Avenue is the name of a picturesque avenue of royal palms planted in 1904 by the members of the Imperial Order of the Daughters of the Empire in memory of Queen Victoria.

Government House, on the top of the hill at the back of the town, called Mount Fitzwilliam, after Richard Fitzwilliam, Governor in 1733–8, is reached by George Street, which runs at right angles to Bay Street at the east end of the British Colonial Hotel. *En route* to it, **Christ Church Cathedral**, on the left-hand side of George Street, may be visited. The cathedral occupies the site of an older church, and was opened for divine service on April 19th, 1840, the foundation-stone having been laid by Sir Francis Cockburn, the then Governor of the Bahamas, in 1837. It is a plain building of stone. The see of Nassau was formed in 1861. Governor John Tinker (1738–59), Lieut.-Governor James E. Powell (1784–6), and Sir Henry Marr, of the 47th Regiment, were buried in the cathedral. **Government House** was erected by Governor Halkett in 1801 and entirely rebuilt in 1930. The statue of Columbus standing half-way up a broad staircase in the gardens, which cover about eighteen acres, was modelled with the assistance of Washington Irving, and was presented to the colony by General Sir James Carmichael Smyth, Governor from 1829 to 1833.

Beyond Fort Charlotte the continuation of Bay Street takes one to **Old Fort** ($11\frac{3}{4}$ miles), and then **Clifton**, which boasts

the only cliffs in the island. Still farther, **South-west Bay** (15 miles from Nassau) is reached. Here the mail steamers land passengers when north-westerly gales render the harbour bar impassable. From this bay a drive of 19 miles can be taken through the pine forests across the island to Nassau.

Near the hotel (built in 1925-6) of the same name is **Fort Montagu** ($2\frac{1}{4}$ miles from Nassau). Built in 1742 by Peter Henry Bruce, an engineer sent out from England, it commands the eastern end of the harbour and overlooks the narrows between Hog and Athol Islands. This old fort formerly mounted eight 18-pounders, eight 9-pounders, and six 6-pounders.

It was on a spot a little to the east of the fort, which owes its name to the Duke of Montagu, that Colonel Deveaux, of the Royal Foresters of South Carolina, a dashing young officer barely twenty-five years of age, landed on April 14th, 1783, when he made his memorable descent on New Providence and bluffed the Spaniards into submission. The expedition was conducted entirely at his own expense, the remains of his fortune shattered by the war, then just concluded, being devoted to it. With a mere handful of volunteers embarked in two brigantines he sailed for Harbour Island and Eleuthera, where he collected some recruits; but his force never exceeded 220 men, who had only about 150 muskets among them. The Spaniards in Fort Montagu were caught napping. Only one of their sentries was awake, and he was captured with a lighted match in his hand just as he was about to blow up the fort. Deveaux now took up a position on the ridge overlooking the works which commanded the town, and, in order to make the Spaniards believe that he had a large force at his disposal, caused his men to be rowed backwards and forwards between the ships and the shore. On their way to the shore they stood up; but as they were rowed back to the brigantines they hid below the gunwales. He also placed dummy soldiers on the heights and, to terrorise the Spaniards, dressed up some of his men as Indians. The ruse answered admirably, and the Spanish Governor, Antonio y Sanz, capitulated after only one round had been fired from Deveaux's batteries.

Fort Fincastle, which stands on the ridge called Bennet's Hill, in the vicinity of the barracks to the east of East Street

and overlooking the town, should be visited. It can be approached by the **Queen's Staircase**, a remarkable flight of steps, sixty-seven in number, cut out of the coral rock.

This quaint old fort, so named after the second title of Lord Dunmore (*see* page 64), by whom it was built about 1793, is chiefly noteworthy on account of its peculiar shape, which bears a striking resemblance to that of an old-fashioned paddle-wheel steamer. It tapers fore and aft, if one may use that expression, while on either side are buttressed fortifications which strangely resemble sponsons. Like Fort Charlotte, Fort Fincastle is now used as a signal station, and the beflagged signal mast heightens the illusion. The **Water Tower** overlooking it, erected in 1928, forms a conspicuous landmark, from which a fine view of the surrounding country can be obtained.

Those interested will also find remains of old forts and batteries at the western and eastern ends of New Providence, Blue Hills, South-west Bay, Charlotteville or Old Fort, and Potter's Cay, and a water battery opposite Fort Charlotte.

Nassau is the only town in New Providence; but there are outlying settlements at Fox Hill or Sandilands, Carmichael, Gambier, and Adelaide.

The **Sea Gardens** at the eastern end of Nassau Harbour are a never-failing source of attraction to visitors. A glass-bottomed boat may be chartered at Rawson Square, and through this can be seen in all their startling reality the wonders of life beneath the sea. The visitor gazes in amazement at a submarine garden decked with growing corals, some assuming the shapes of waving yellow feathers and others those of purple fans, among which swim fish of every size, shape, and hue, as one writer has aptly said, 'like butterflies in a garden of brilliant flowers'.

By those fond of bathing, many enjoyable days can be spent on the north shore of **Hog Island**. Here there is an exquisite beach of firm white coral sand. This during the season is crowded with bathers who revel in the sea-water, the temperature of which rarely falls below 70° Fahr. A visit to the 'Beach' finds a place in the daily programme of most visitors.

By those who are fond of yachting or boating many pleasant and interesting excursions can be made to other islands—

popularly known as the 'out islands'—of the Bahamas group. A trip through the **Exuma Cays**, for example, where one can sail for some sixty miles between wooded islets and cays over a depth of water seldom exceeding ten fathoms, is an ideal way of spending a few days. At **Bimini** there is a boarding-house, and at **Cat Cay** an up-to-date fishing camp, which is a popular centre for sportsmen.

Two of the most accessible of the islands are **Eleuthera**, where many acres are under tomato cultivation, and **Harbour Island**, famous for its 'pink beach', several miles long.

For several years, in his younger days, the late Neville Chamberlain was in charge of an extensive sisal plantation on **Andros**.

Visitors to Nassau wishing to proceed to the 'out islands' are recommended to call at the offices of the Development Board in Rawson Square, where they will be able to obtain much useful information regarding the Bahamas. The colony continues to attract capital from the United Kingdom and the United States, the bulk being invested in real estate.

CHAPTER V

BARBADOS

Et penitus toto regnantes orbe Britannos

Adapted from Virgil

BARBADOS, situated in latitude $13^{\circ} 4' N.$ and longitude $59^{\circ} 37' W.$, is the most easterly of the West Indian islands. It is about 21 miles long by 14 broad, and its total area is 166 square miles, or rather larger than that of the Isle of Wight. Its population figure in 1950 was put at 211,682, or about 1,288 persons to the square mile.

With the exception of the Scotland District in the north-east, the island is of coral formation, and it is almost encircled by coral reefs, which in some parts—as, for example, off St. Philip—extend nearly three miles to seaward, and prove dangerous to navigation. The island is comparatively flat, but it rises in terraces to a ridge in the parish of St. Andrew, culminating in Mount Hillaby, the highest point 1,105 feet above sea-level. The Scotland District, enclosed in a semi-circular sweep of the ridge in the north-east, is composed of sandstone, clays, and marls. The soil of the rest of the island, though remarkably fertile, has very little depth, and has undoubtedly been in part formed by successive eruptions of the Soufrière in St. Vincent, whose ashes, carried by an upper current of air for nearly one hundred miles, fell as recently as 1902 over the island. The first recorded fall occurred during the eruption of May 1812. It caused great consternation, and is still talked of as the 'May Dust'. Barbados has no natural harbour, though the open roadstead of Carlisle Bay on the west is well sheltered, and there is a small inner harbour or Careenage protected by the Mole-head, a structure of masonry. The island has no streams to speak of, owing to the porous nature of the soil, which permits the water to percolate the coral rock, forming numerous subterranean channels and wells. These

streams eventually find their way into the sea below low-water mark, and at Freshwater Bay, on the leeward coast, when one is bathing the sand is forced up under the feet by the fresh water.

Barbados is divided into eleven parishes: St. Michael (in which Bridgetown, the capital, is situated), Christ Church, St. Philip, St. John, St. Joseph, St. Andrew, St. Lucy, St. Peter, and St. James, with St. Thomas and St. George in the centre. Each parish has the old vestry system of local government, collects revenue from taxes, principally on ownership and occupancy of lands and houses, trades, etc. The whole system is now under review by the Legislature.

INDUSTRIES. The principal industry of Barbados is sugar, which was first manufactured in the island about the middle of the seventeenth century. Barbados was the first place in the British dominions in which the sugar-cane was planted. Some of the cane juice is now manufactured into what is known as Fancy Molasses, which is marketed principally in Eastern Canada (*see* page 446). The area devoted to sugar-cane cultivation is about 67,000 acres, of which 43,020 were reaped in 1951; of this area, 8,000 acres were grown by small-holders. The total production of sugar, with its equivalent in fancy molasses, amounted to 187,643 tons, a record. The average production for the period 1942-51 was 128,293 tons. The Sea Island cotton industry, which was revived in 1902, has continued to decline, production varying slightly from year to year. In 1951 only 186 acres were devoted to this crop. In recent years, efforts have been made to encourage food crops for local consumption, notably green vegetables. Assistance with irrigation from wells with aid provided under the Colonial Development and Welfare Act (*see* page xviii) has helped to stimulate such efforts. The total area under irrigation is about 500 acres. A great handicap is the lack of an efficient marketing organisation to take care of the interests of both producers and consumers. Dairying, too, has been encouraged, as imports of processed milk are large. 1950 marked the centenary of the Barbados Agricultural Society's Annual Exhibition, when prizes are offered for all types of agricultural and industrial production, locally grown or made. An important development has been the inauguration of fishery investigations, leading to more efficient methods in catching, especially flying-fish, together with financial aid by way of easy loans to fishermen for boats and equipment. Some progress has also been made with beach

shelters, markets at strategic points, removal of obstructing reefs to facilitate passage of boats, and related matters. The search for petroleum continues. Minor industries are being encouraged, notably pottery and basket-work.

CLIMATE. Barbados is the healthiest of all the West Indian islands for Europeans. The temperature, as a rule, varies from 75° Fahr. to 83° Fahr.; the island enjoys the full benefit of the north-east trade-wind, and in the winter months the minimum mean temperature at night is as low as 63° Fahr. The annual rainfall varies from about 50 to 70 inches. The rainy season sets in about the beginning of June and lasts until the end of October. On the windward side the climate is especially invigorating, and the island is much patronised by residents in neighbouring colonies as a health resort.

HISTORY. The actual date of the discovery of Barbados is uncertain, but it is said that the island was visited in 1536 by some Portuguese, who called it 'Los Barbudos' after the bearded fig-trees which they found there, and left behind them a stock of pigs. It was not until 1625 that the British took possession of the island. In that year the crew of a vessel called the *Olive Blossom*, fitted out by Sir Oliph Leigh with stores and settlers for Guiana, landed on the leeward coast and erected a cross, inscribing on a tree near by, 'James K. of E. and of this island'. The actual settlement was not, however, effected until two years later, when Sir William Courteen, a wealthy London merchant, having received glowing accounts of Barbados from the crew of one of his vessels which had been compelled, through stress of weather, to touch there on the way from Brazil, decided to equip an expedition and send out settlers to it. This he did under the protection of the Earl of Marlborough, who received the promise of a patent which covered Barbados. Sir William Courteen's ship, the *William and John*, reached Barbados in 1627 with about eighty emigrants, who landed and founded Jamestown or Hole Town, near the spot where the first landing was made.

On September 13th, 1625, the island was included in the commission given to Warner, the coloniser of St. Kitts, his patron being the Earl of Carlisle, who, two years later, obtained from Charles I a grant of nearly all the Caribbean Islands. The Earl of Marlborough opposed it vigorously, but the matter was compromised by Lord Carlisle's agreeing to settle on him and his heirs an annuity of £300. All went well for a year, but then, while Lord Carlisle was absent on a mission, Sir William Courteen induced the Earl of Pembroke to lay claim to the island. The Earl was successful in obtaining a

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Admeasurment of the YLAND of
BARBADOS in the West INDYAES
with the III. Names of the Seuerall plantacons

The ten thousand
Acres of Land which
Belongeth to the
Merchants of London.

A Scale of five Miles

grant of it, but Lord Carlisle returned and was reinstated. That nobleman then took active steps to strengthen his position. He offered land to private adventurers, and allotted 10,000 acres to nine London merchants. Sixty-four settlers landed under Wolferstone and proceeded to found St. Michael's Town, now Bridgetown. They became known as the Windward men, as opposed to Sir William Courteen's settlers, who were called the Leeward men, and in 1629, after a bitter struggle, the latter were overpowered. Lord Carlisle died in 1636, deeply involved, leaving the Caribbee Islands in trust for the payment of his debts, with remainder to his son and heir. The latter transferred his interest to Francis, Lord Willoughby of Parham, for twenty-one years. Lord Willoughby, soon after his arrival in the island, caused an Act to be passed acknowledging the King's right to dominion over Barbados. This Act also recognised his own position.

During the Civil War many Royalist families found shelter in Barbados, and the island offered a stout resistance to the forces of the Commonwealth. Cromwell accordingly despatched to it a fleet of seven ships under Admiral Sir George Ayscue to reduce it to subjection. After a stubborn defence the Royalists yielded on honourable terms, which were embodied in 'Articles of Agreement' signed on January 11th, 1652, and Lord Willoughby was compelled to relinquish the government. In the following years the population was swelled by Scotch and Irish exiles and 'unruly men' who were to be sold as white servants for seven years, and in 1685 some hundreds of the followers of Monmouth were transported to Barbados after the Battle of Sedgemoor. At the Restoration in 1660 Charles II conferred seven baronetcies and six knighthoods on gentlemen of Barbados in recognition of their loyalty, which the forces of Cromwell had failed to shake.

Lord Willoughby now agitated for a revival of his rights, and on June 13th, 1663, the Privy Council decided that half the annual profits derived from Barbados should go to him for the rest of his lease, with remainder to the Government, and one-half towards the discharge of the Marlborough claim and to the payment of £500 a year to the heirs of Carlisle. After the discharge of all liabilities, the heirs of Lord Carlisle were to receive £1,000 per annum. For the purpose of raising this money a duty of $4\frac{1}{2}$ per cent. was imposed on all exports from the island. This was a constant source of grievance to the inhabitants, who in 1832 complained that it had cost them no less a sum than £6,000,000. In 1834 the Legislature of Barbados passed an Act remitting the duty, which was not, however, finally abolished until 1838, when it was repealed by an Act

of the Imperial Government. In June 1939, the tercentenary of the first summoning of the House of Assembly under Governor Hawley was celebrated.

CONSTITUTION. Barbados possesses representative institutions, but not complete responsible government; the Crown has a veto on legislation, while the Secretary of State controls the appointment of senior public officers. Institutions date from the Royal Charter of Charles I of June 2nd, 1627, and were confirmed by the Commonwealth in the articles of surrender of the island signed on January 11th, 1652. Next to the House of Commons and the House of Assembly in Bermuda, the Barbados House of Assembly is the most ancient legislative body in the British dominions. Some important changes have recently taken place. The Government now consists of the Governor, a nominated Legislative Council of fourteen members whose appointment is for five years, and a House of Assembly, comprising twenty-four members, elected triennially by the people on the basis of adult suffrage. The executive functions of the Government are performed by an Executive Council and an Executive Committee, which consists of the members of the Executive Council, one member of the Legislative Council, and four members of the House of Assembly, whose names are submitted by the leader of the majority party in the House for appointment by the Governor. The Executive Committee introduces all money votes and Government measures, and prepares the estimates. Ministerial responsibility is projected.

HOTELS. (American plan, i.e. rooms and meals.) The principal hotel area is located at Hastings, about two miles from Bridgetown. The largest is the *Marine Hotel*. Other hotels of importance are the *Ocean View*, *Royal*, *Hastings*, and *Windsor*. In the same locality is a number of good guest-houses and dining clubs. On the Hastings-Worthing road is the *Cacrabank Hotel*, with a bathing beach, and, nearby, at Rockley, are more guest-houses and the open Rockley bathing beach. Farther along the south coast, the St. Lawrence district is a popular resort; here are the *St. Lawrence Hotel*, beach clubs, and furnished bungalows, some on the hotel plan. For those desirous of accommodation nearer the city, there is the *Aquatic Residential Club*.

About 13 miles from Bridgetown, not far from the airport, on the south-east coast, is the *Crane Hotel*, situated on a commanding position overlooking the Atlantic Ocean, with what is considered the finest beach in Barbados. Renowned for its surf bathing as well as its fish, freshly caught and suitably served. In the same area is

Sam Lord's *Castle Residential Club*, set amid spacious and charming grounds, with easy access to the sea—an old, historic mansion (see page 94).

About 14 miles from Bridgetown, on the rugged windward coast, is the Bathsheba district, where there are two hotels—*Edgewater* and *Powell Spring*—and the *Kingsley Residential Club*. On the leeward coast, while there are no hotels there are several residential clubs, such as the *Paradise Beach* (with bungalows), *Colony*, *Coral Reef* and *Four Winds*.

It would be unwise to give any figures relating to rates and charges owing to the uncertainty which prevails as a result of currency changes, fluctuating labour costs, and the tendency to increase the cost of living. In this connection, while the cost of living has increased considerably in recent times, the island is still a reasonable place, comparatively speaking, where the tourist can enjoy beautiful beaches, glorious winter sunshine, and delightful hospitality. There are reduced hotel rates from May to October.

For those desiring further particulars regarding travel facilities and accommodation in advance (advisable in the winter season), it is recommended that contact be made with recognised travel agencies or either of the following official representatives:

1. The Secretary, Publicity Committee, Bridgetown, Barbados, B.W.I. (The Committee maintains a bureau of information at the Customs landing for the convenience of visitors on arrival.)
2. The Secretary, West India Committee, 40, Norfolk Street, London, W.C.2.
3. Barbados Publicity Committee, 37, Board of Trade Building, Montreal, Canada.
4. Barbados Publicity Committee, Room 1723, 122, East 42nd Street, New York 17, U.S.A.

COMMUNICATIONS. While post-war conditions have disrupted steamer services to a great extent, the rapid development of air travel has provided tourists and visitors generally with easy travel facilities from most parts of the world—in particular, Europe and North and South America. Seawell airport has been extended in order to accommodate increasing intercolonial and overseas traffic. There is direct air communication with Canada *via* Bermuda by T.C.A. and with the United Kingdom *via* Canada by the same airline. Communication with the United Kingdom is equally possible *via* Jamaica, where B.W.I. Airways connects with British Overseas Airways Corporation, the former being an associate of the latter.

With the United States, travel is *via* Trinidad or Puerto Rico, B.W.I. Airways making the necessary connections; in addition, B.O.A.C. operates a service with United Kingdom *via* Bermuda and New York. Pan-American and K.L.M. maintain agencies in Bridgetown to facilitate in transit traffic for points north and south.

From Europe and the United Kingdom, steamer passenger services are provided by the Booth Line, Fyffes Line, French and Dutch lines; the minimum time is about ten days. There is no direct service with the United States, but limited passenger accommodation is sometimes available by Alcoa Line freighters. Canada passenger traffic is seriously threatened by the withdrawal of the famous 'Lady' boat services. Limited accommodation will continue to be provided by the Canadian National cruiser-type freighters, and also those of the Alcoa Line. Calls are made in the winter season by some of the larger cruise ships of the Cunard and other lines.

Steamers anchor in the roadstead of Carlisle Bay, while boats and launches enter the Careenage, as the harbour is called. On days of the arrival and departure of passenger steamers, the boats, many of which are named after celebrities, are in demand; there is a tariff charge which should be arranged beforehand to avoid later argument. In general, most steamer agents provide a launch service for passengers.

The island is well served by a network of excellent roads, which facilitates the enjoyment of sight-seeing. **Motor-cars** can be hired at numerous garages, from taxi-stands, or through hotels, at tariff rates. **Bus** services run everywhere.

SPORTS. Cricket, Football, Tennis, Golf, and Swimming are the principal recreations. Usually, most clubs are open to visitors suitably introduced. The bathing to be had at the Aquatic Club, Royal Barbados Yacht Club, the Crane, and from various other beaches is ideal, the temperature of the water rarely falling below 72° Fahr. Good **Sea-fishing** is obtainable: barracouta, dolphin, king-fish, flying-fish, and mullet give good sport. A motor-boat, guide, and bait can be hired through the Aquatic Club on giving twelve hours' notice to the Secretary. There is little shooting except of migratory birds, which visit Barbados in July–October. **Sailing-boats** can be hired. **Race-meetings** are held periodically on the Savannah and attract large crowds. There is also a **Polo Club**.

CLUBS. In addition to the residential and sports clubs, some of the popular clubs should be mentioned. The **Bridgetown Club**, on the top floors of the building of the Barbados Mutual Life Assurance Society in Beckwith Place, is open to gentlemen

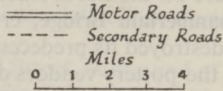
visitors on introduction by a member. So, too, is the **Union Club** on the second floor of the Ice House in Lower Broad Street. The **Barbados Aquatic Club**, with dance-floor and restaurant, owns what was formerly the 'Engineers' Pier'. Fees to visitors are moderate. Adjoining is the **Royal Barbados Yacht Club**, the only yachting club in the island. It has tennis-courts, reading- and card-rooms, and excellent bathing facilities. Introduction by a member is necessary. The same applies to the **Rockley Golf and Country Club** and the **Savannah Club**. The club-house of the latter, formerly the guard-house and clock-tower of the garrison, has a reading-room, drawing-room, card-room, etc. A number of tennis-courts are also maintained, and the club organises annual contests with Trinidad. The **Y.M.C.A.** in the city, with its rooms and restaurant, is well patronised. Nearby is the headquarters of the British Council, where good reading facilities are provided. In this area (Coleridge Street) is the **Carnegie Free Library**, to which visitors are also admitted. Opposite is the **Montefiore Drinking Fountain**.

The main places of amusement are the moving-picture theatres, of which there is a number located in the city and suburbs. Barbados boasts a modern **Night-club**, where the visitor can dance and dine to good music, wines, and food of first-class quality. This is the famous **Club Morgan**, situated within easy reach of the hotels.

SIGHTS. The first view of Barbados often disappoints newcomers who have pictured in their minds the magnificence of tropical scenery. No great masses of forest-clad mountains greet the eye as they do when you draw near the neighbouring islands, but instead a low coastline with here and there coconut trees and tall cabbage palms, and beyond it vivid green plantations of sugar-cane. The island to the left as one faces the shore is **Pelican Island**, the quarantine station, and on the right is **Needham's Point**. Just inside the Point is the **Barbados Aquatic Club** (*see above*).

As there is no harbour accommodation for them, steamers visiting Bridgetown lie in Carlisle Bay, an open roadstead which owes its name to the Earl of Carlisle, to whom Charles I granted the island in 1627. The wharf is reached by launch or shore boat, which enters the Careenage, a harbour of modest dimensions, protected by a mole terminating in the 'Mole-head'. On each side of the Careenage are the wharves

BARBADOS



and warehouses. Passengers and baggage pass through the Customs warehouse on the south side, near the ship repair dock. The Customs Department and Harbour Master's Office are on the north side. At the bend of the Careenage is the **Chamberlain Bridge**, erected after a hurricane in 1898 which destroyed its predecessor. Near the north corner of the bridge the pottery vendors display their wares, and just above is the motor-bus stop, with shelter, for passengers to the Hastings and St. Lawrence districts. Buses make a circular turn, and the route is over the **Victoria Bridge** at the Constitution River end of the Careenage, continuing into Probyn Street and passing the main bus terminus, an open fruit and vegetable market, the **Plaza** and **Empire Cinemas**, before entering the main highway at Bay Street (see page 86).

Bridgetown, the capital (population 13,500), derives its name from an Indian bridge which the first settlers found where the Chamberlain Bridge now is, and was called in its early days 'The Bridge'.

Père Labat, who visited the town in 1700, described it as handsome, with straight, wide, clean and well-laid-out streets. He wrote:

The houses are well built in the style of those in England with many glazed windows; they are magnificently furnished. In a word the whole place has an appearance of cleanliness, gentility, and wealth which one does not find in the other islands. . . . The shops and merchants' warehouses are filled with all that one could want from every part of the world. One sees a number of goldsmiths, jewellers, clock-makers, and other artificers; . . . the largest trade in America is carried on here. . . . It is said that the climate of the town is not good and that the swamp nearby renders the place unhealthy. I never noticed this from the complexion of the inhabitants, which is beautiful—especially that of the women. The place swarms with children, for everyone is married and the women are very prolific.

The chief shopping centres are Broad, High, Roebuck, and Swan Streets, where the shops are quite as good as those in many provincial towns in the mother country. On tourist

steamer days and on Friday, which is known as planters' day, when planters flock into the town to discuss business affairs with their attorneys, the streets are particularly animated. The principal residential centres are in the suburbs of Strathclyde and Belleville. A feature of the latter is a number of avenues of tall palmistes.

The chief thoroughfare is **Broad Street**, at one end of which is **Beckwith Place** (so called after Sir George Beckwith, K.B., Governor 1808 to 1814), and at the other Trafalgar Square. The former is overlooked by the handsome building of the Barbados Mutual Life Assurance Society, erected in the 'nineties at a cost of about £30,000. The **Bridgetown Club** occupies the entire second floor.

Behind the Barbados Mutual building are the **Jubilee Gardens**, laid out to commemorate Queen Victoria's Diamond Jubilee, and **St. Mary's Church**, near the site of the first place of worship erected by the earliest settlers. The **Public Market** is in Cheapside, a little way beyond these gardens. Beyond Cheapside is the Fontabelle Road, off which is the Pickwick Oval, and a few minutes' walk takes one to the interesting old house known as **Holborn**, once the residence of the Governors, who now reside at Pilgrim (*see* page 86).

Trafalgar Square, formerly called the 'Green', boasts the second statue to be erected in the British Empire to the memory of Lord Nelson, the first having been unveiled in Montreal in 1808. Three days after the news of the hero's victory and death reached Barbados on December 20th, 1805, Bridgetown was brilliantly illuminated in celebration of the former, and on January 5th, 1806, a funeral sermon was preached at St. Michael's Church on the death of Nelson. Subscriptions were invited towards the erection of the statue, and £2,300 was subscribed in a few weeks. The Green was purchased for £1,050, towards which sum the Legislature contributed £500. The statue, which is of bronze and represents the Admiral in full uniform, was erected on March 22nd, 1813. Lieutenant-General Sir George Beckwith, the Governor of Barbados, who had already laid the first stone of the pedestal on February 24th in that year, performed the unveiling ceremony. The inscription on the pedestal runs:

TO THE MEMORY OF
 HORATIO LORD VISCOUNT NELSON, K.B.
 VICE-ADMIRAL OF THE WHITE,
 THE PRESERVER OF THE BRITISH WEST INDIES
 IN A MOMENT OF UNEXAMPLED PERIL;
 THE HERO, WHOSE VARIOUS AND TRANSCENDENT MERITS,
 ALIKE CONSPICUOUS IN ADDRESS, DECISION, ACTION
 AND ACHIEVEMENT
 THROUGHOUT HIS WHOLE UNPARALLELED CAREER OF GLORY
 NO POWERS OF LANGUAGE CAN SUFFICIENTLY DELINEATE,
 THIS STATUE
 WAS ERECTED BY
 THE GRATEFUL INHABITANTS OF BARBADOS,
 ON A SPOT OF GROUND APPROPRIATED TO IT
 BY A PUBLIC GRANT OF
 THE COLONIAL LEGISLATURE.
 IN ACCORDANCE WITH THE SOLICITATIONS OF A
 SELECT COMMITTEE.
 THAT SO SINCERE THOUGH HUMBLE A TRIBUTE
 OF ESTEEM, ADMIRATION, AND GRATITUDE TO THEIR
 ILLUSTRIOUS DELIVERER
 MIGHT BE RENDERED MORE CONGENIAL
 TO HIS GENEROUS AND EXALTED SPIRIT,
 FROM THE HAND OF ONE,
 HIMSELF A HERO AND A BENEFACTOR TO THIS COUNTRY,
 THE FIRST STONE OF THE PEDESTAL WAS DEPOSITED BY
 HIS EXCELLENCY LIEUTENANT-GENERAL SIR
 GEORGE BECKWITH, K.B.
 THE BELOVED AND PATRIOTIC GOVERNOR OF BARBADOS,
 AND COMMANDER OF THE FORCES IN THE LEEWARD
 ISLANDS
 FEBRUARY 24TH, A.D. 1813
 ESTO PERPETUA!

The **Public Buildings**, an imposing group in Trafalgar Square, are built of coral rock hewn locally. Their style is a modification of Italian Renaissance, the open arcades having Gothic instead of the usual rounded arches. The buildings, erected from the designs of Mr. J. F. Bourne, Superintendent of Public Works, and opened in 1874, consist of two blocks separated by a drive studded with palm and other tropical trees. The Chambers of the Legislative Council and the House

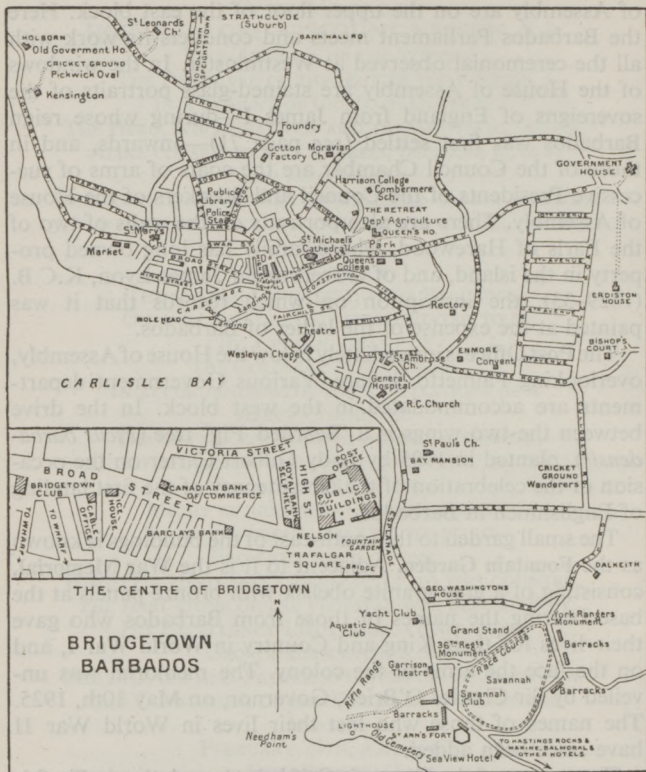
of Assembly are on the upper floor of the east block. Here the Barbados Parliament meets and conducts its work with all the ceremonial observed at Westminster. In the windows of the House of Assembly are stained-glass portraits of the sovereigns of England from James I—during whose reign Barbados was first settled (*see* page 71)—onwards, and in those of the Council Chamber are the coats of arms of successive Presidents of the Council and Speakers of the House of Assembly. There are also portraits on the walls of two of the Earls of Harewood, whose family has long owned property in the island, and of Governor Sir James Lyon, K.C.B. (1829–33), the inscription on which records that it was painted at the expense of the ladies of Barbados.

The **Post Office** is immediately below the House of Assembly, overlooking Palmetto Square. Various Government departments are accommodated in the west block. In the drive between the two wings is a 'Bearded Fig' tree (*Ficus barbadensis*), planted in 1905 by Lady Gilbert Carter on the occasion of the celebration of the tercentenary of the first landing of Englishmen in Barbados.

The small garden to the south-east of the buildings is known as the **Fountain Garden**. Adjacent to it is the **War Memorial**, consisting of a grey granite obelisk with bronze panels at the base bearing the names of those from Barbados who gave their lives for their King and Country in World War I, and on the face the arms of the colony. The memorial was unveiled by Sir Charles O'Brien, Governor, on May 10th, 1925. The names of those who lost their lives in World War II have since been added.

The rooms of the **Women's Self-help Association** in Trafalgar Square are a popular resort of visitors. The Association, which was started in 1907 by Lady Gilbert Carter, the wife of the then Governor, with the support of the ladies of Barbados, does useful work in relieving distressed gentlefolk. There is a sale-room, where the work of the members, including embroidery, island pottery, old jewellery, photographs, postcards, etc., can be purchased, and there are in addition luncheon, tea, and toilet rooms.

St. Michael's Cathedral, built of coral rock, stands in St.



Michael's Row, to the east of the Public Buildings. It occupies a site presented by Colonel W. Sharpe, who lies buried under the altar (his gravestone can be seen), and replaces a building erected in the seventeenth century which was blown down by the great hurricane of 1780. The cost of building the cathedral was defrayed mainly by the money raised by a lottery which was sanctioned by the Legislature. By means of this lottery the vestry raised £5,000 towards building the cathedral and £5,000

for the erection of the churches of St. Thomas, St. Lucy, St. George, and Christ Church. The font dates from 1680. The inscription round the top in Greek capital characters is a palindrome and reads: ΝΙΨ'ΟΝ ΑΝΟΜΗΜΑ ΜΗ ΜΟΝΑΝ ΟΨ'ΙΝ ('Wash the sin, not merely the skin'). Also in contracted Greek cursive is the phrase Ἴσθι καθαρός ('Be thou clean'). By some it is still believed that the original organ, which has now been replaced by a more modern one, was designed for a Roman Catholic church, and that it was being conveyed to one of the French islands when it fell into the hands of Nelson, who sold or gave it to St. Michael's.

The cathedral has some interesting mural tablets. On the right of the south door is one to officers and men of the Queen's Regiment who 'fell victims to this fatal climate', 1816-17, a reminder of the ignorance which unfortunately prevailed a century ago as to the source of infection in yellow fever. On the right of the west door (on entering) is a quaint epitaph of Henry Cheeks (*ob.* 1824), which runs:

TABLET OF INKY HUE
REMAIN
AND MARK THE SPOT
WHERE NOBLE DUST IS SHRIN'D
FOR WELL THE POET'S STRAIN HATH SUNG
AN HONEST MAN'S THE NOBLE WORK OF GOD

The **Central Police Station** is in Coleridge Street, about a five-minutes' walk from Trafalgar Square. The **Free Library**, also in Coleridge Street, was first established in 1847 with books taken from the Literary Society of Barbados and the Clerical Library. The building was the gift of Mr. Andrew Carnegie, and was opened in 1906. Adjoining is the **Town Hall**, where the Legislature met from 1729 to 1784. It now serves as the Law Courts. The cellar was formerly used as a prison. The **Cotton Factory** is about a hundred yards farther at a residence in the White Park Road which was formerly known as 'Friendly Hall' and is owned by the Barbados Co-operative Cotton Factory Company, Ltd. (A description of a cotton factory will be found on page 453.)

After 1905, when the garrison was withdrawn from Bar-

bados, Queen's House, just off the Constitution Road, the official residence of the officer commanding the troops, was purchased by the Government for £3,200, and the grounds, now known as **Queen's Park**, prettily laid out with a lake, terrace, and parterres designed by Lady Gilbert Carter, were thrown open to the public on June 10th, 1909. They are within an easy walk of Trafalgar Square.

Behind the Park are the buildings and grounds of **Harrison College**, which was originally in Cathedral Square. The college was founded in 1733 by Thomas Harrison, merchant and plantation owner and churchwarden of St. Michael's Parish.

Government House is approached from Trafalgar Square by Constitution Road and Government Hill. The house, which is called 'Pilgrim', was built for Sir Bevil Granville, Governor in 1703, and has been used as the Governor's residence ever since. Here Sir Bevil was nearly shot while sitting at a window.

The road over the Chamberlain Bridge (*see* page 80) becomes **Bay Street** and leads to the Savannah, Hastings, and St. Lawrence. It passes the commodious Empire Theatre on the left, and, about three-quarters of a mile farther on, **George Washington's House**.

The great American statesman visited Barbados in 1751 with his brother Lawrence, who was an invalid. The late Sir Charles P. Clarke and Mr. N. Darnell Davis, after a search of the island records, identified Captain Richard Crofton's house, in which the visitors stayed, as one at the corner of Bay Street and Chelsea Road. George Washington sailed from Virginia on September 28th, 1751, and arrived in Barbados on or about November 3rd, returning on board the *Industry* on December 22nd in the same year. At first he and his brother experienced some difficulty in finding lodgings, until 'We pitched on the house of Captain Crofton, commander of James's Fort. He was desired to come to town next day to propose his terms.' These proved to be £15 a month, exclusive of liquor and washing, which 'we find ourselves'. Of the house Washington writes: 'It is very pleasantly situated near the sea, and about a mile from town. The prospect is extensive by land and pleasant by sea, as we command a view of Carlyle Bay and the shipping.'

The approach to the **Barbados Aquatic Club** and the **Royal Barbados Yacht Club** (which occupies Shot Hall, the former residence of the O.C. Royal Engineers) is on the right, just beyond this house.

Farther on the road ascends a slight incline and skirts the **Savannah** of St. Ann's, a fine open space of some fifty acres in extent, surrounded by a belt of handsome trees, a little over a mile from Bridgetown. Formerly the parade ground of the garrison, the Savannah has been devoted to sports of various kinds since the withdrawal of the troops in 1905-6. The building with the clock tower, formerly the guard-room, is now the house of the **Savannah Club**. To the north of the club-house is the property known as Bush Hill, and at the intersection of the roads stands a monolith to the memory of fourteen soldiers and a married woman of the 36th Regiment (now the 2nd Bn. Worcestershire Regiment), who were killed in the hurricane of 1831. It was designed by John Lowther. This monolith was originally erected near the Military Hospital at Hastings.

The hurricane referred to took place on August 11th, and was one of exceptional violence. Sir James Lyon, then Governor, in his official report, which was published in the *London Gazette* of October 27th, wrote:

On the evening of the 10th the sun set on a landscape of the greatest beauty and fertility, and rose on the following morning over an utter desolation and waste. The prospect at the break of day on the 11th inst. was that of January in Europe—every tree, if not entirely rooted up, was deprived of its foliage and of many of its branches; every house within my view was levelled with the ground, or materially damaged; and every hour brought intelligence of the most lamentable accidents, and of very many shocking deaths.

The old barracks form a group of two-storied buildings arranged in an irregular square about the Savannah, which used to be regarded as the finest parade ground in the West Indies.

The **Museum** of the Barbados Museum and Historical Society, incorporated by Act of the Legislature in 1933,

occupies the old Military Prison on the north side of the Savannah.

St. Ann's Castle, a quaint fort facing the bay, was erected in 1703 by Sir Bevil Granville, in honour of Queen Anne. Behind it is the old group of barracks known as the **Iron Barracks**, said to be haunted, and beyond them on Needham's Point is the old Naval and Military Cemetery restored and now kept in order by the ladies of the Civic Circle. Among the tombs is one of James Sims, naval schoolmaster of H.M.S. *Bacchante*, in which Prince Albert Victor and Prince George went round the world in 1879-82. Sims died, and was buried at 5.30 p.m. on New Year's Day, 1880, and it is recorded in 'The Cruise of Her Majesty's Ship *Bacchante*' that Prince George (afterwards King George V), happening to keep that watch, marched as midshipman in charge of the funeral party of bluejackets under the first lieutenant. The central monument in the cemetery is made mainly of stones from tombs outside the walls. Some are of great age dating back to the seventeenth century.

Hastings Rocks (20 minutes by bus) is another lung of Bridgetown, where the band plays periodically. It commands a charming view of the sea. Beyond Hastings are the seaside villages of Worthing and St. Lawrence, where excellent bathing can be obtained.

The **Windward Coast** can be reached by several roads.

Privately owned motor-bus companies now run services to all districts formerly served by the Government Railway, which was closed down on September 9th, 1937. The services are regular and dependable.

Bathsheba, St. Joseph (14 miles from Bridgetown), a popular seaside resort, and **Chalky Mount** are both on the Windward Coast. From Bathsheba the **Potteries** on the top of the 'Mount' can be visited. Here the crude though picturesque earthenware 'guglets', 'monkeys', and 'conerees', as they are called according to their shape, are fashioned by skilful black artificers at their very primitive potter's wheels. (A visit should be paid to the modern pottery at Lancaster, St. James, on the way to Hole Town.) At Bathsheba it is interesting to see the flying-fish fleet return after its labours. The little

vessels of which it is composed, each about 16 feet in length, pick their way through the openings of the coral reef, and it seems remarkable that they are not upset. Chalky Mount, which rises almost from the beach to a height of 571 feet, is composed of clay and limestone with some ferruginous deposit. It is very rugged, and consequently a stiff climb. Indeed, except by a goat track on the west side, it is almost inaccessible. The hill has three peaks, and its geological formation is very curious, the disturbed strata, which, owing to the absence of vegetation, can easily be seen except on the lower slopes, pointing to former convulsions, some say of a volcanic nature.

The **Cotton Tower**, St. Joseph (11 miles from Bridgetown), is the third highest position in the island (1,091 feet). It stands at the top of a narrow defile, which has been called the Devil's Bowling Alley, leading towards St. Joseph's Church. The tower was one of a chain of signal stations which extended right down the island, the others being at Charles Fort, near Queen's House, Highgate, Gun Hill, Moncrieffe, Grenade Hall, and Dover Fort. The system used was the Semaphore, which was worked by artillerymen.

St. John's Church (14 miles from Bridgetown) stands at a short distance from the edge of a cliff 824 feet high, commanding an extensive view of the coral-fringed Windward Coast. In the churchyard is the tomb of Ferdinando Paleologus, descendant of the last Christian Emperor of that name, who was driven from Constantinople by the Turks. Ferdinando was the son of Theodoro Paleologus (who was buried at Llandulph in Cornwall) by his wife, Mary Balls, and was successively vestry-man, sidesman, churchwarden, and trustee of St. John's Church in the seventeenth century. The tradition of the death and burial of a Greek prince was for many years current in Barbados; and when the Church of St. John was destroyed by the hurricane of 1831, the coffin of Ferdinando Paleologus was discovered in the vault of Sir Peter Colleton under the organ loft. The remains were reinterred in a vault belonging to one Josiah Heath, in 1906, and a memorial stone was erected by public subscription to mark the place where they now rest. The memorial, made of Portland stone, represents the porch of a Greek temple, with Doric columns and

with the cross of Constantine in the centre. It bears the following inscription, the wording of which was borrowed as far as possible from the monument of Theodoro Paleologus in Llandulph Church, Cornwall:

HERE LYETH YE BODY OF
FERDINANDO PALEOLOGUS
DESCENDED FROM YE IMPERIAL LYNE
OF YE LAST CHRISTIAN
EMPERORS OF GREECE
CHURCHWARDEN OF THIS PARISH
1655-1656,
VESTRYMAN, TWENTYE YEARS.
DIED OCT. 3, 1678

The altar desk in the church, presented by Mr. J. C. Lewis, is inscribed 'M.X. to F. Paleologus, Obt. 1678'.

The church was erected at a cost of £4,000 in 1836 to replace one built in 1676 which was completely destroyed by the hurricane of 1831. It has a handsome set of silver-gilt altar plate, presented by Mr. Robert Haynes. The stained-glass windows were the gifts of the Thomas and Gittens families; the wooden pulpit, carved by a local craftsman, was given by Mr. George Sealy, and the Caen stone font with marble columns by Dr. Thomas.

From **Hackleton's Cliff**, St. Joseph, 997 feet (12 miles from Bridgetown), the view over St. Andrew's and the hilly Scotland District of the island is even more attractive than that from St. John's Church. Describing it in his *History of Barbados*, the Rev. G. Hughes quotes Glover's description of the Straits of Thermopylæ:

There the lofty cliffs
Of woody Æta overlook the Pass;
And far beyond, o'er half the surge below,
Their horrid umbrage cast.

Hughes mentions also that when we first settled the island catacombs were found dug out of the rocks in the face of this cliff, 'where lie the Remains of those who, like the Patriarchs of old, procured to themselves Places of Rest'.

Bowmanston Waterworks, St. John (11 miles from Bridge-

town). One of the principal sources of water supply for Barbados is an underground stream at Bowmanston, in St. John's parish. The water is pumped from a cave 250 feet below the surface and 350 feet above sea-level. This cave, which is of great geological interest, varies in width from 10 feet to 30 feet and from 35 feet to as much as 50 feet in height. The water percolating through the coral rock, which absorbs the rainfall very readily, runs with great speed in a southerly direction, and has a daily average flow of three million imperial gallons. The engines at the pumping station can raise two million gallons daily. Waterworks were first established in Barbados in 1861, and the island now has a splendid system of water supply, as the numerous and well-patronised standpipes (which used to be called by the blacks 'Queen Victoria's pumps') all over the island demonstrate.

One of the most picturesque, and at the same time interesting, places in the island is **Codrington College** (15 miles by road), which stands on the side of a hill overlooking the sea on the Windward Coast. Codrington, which is the oldest college in the West Indies, is affiliated to Durham University. It was founded by Christopher Codrington, Governor-General of the Leeward Islands, who died in 1710, and bequeathed two sugar estates, 'Consett's' and 'Codrington's'—now called 'College' and 'Society'—consisting of 763 acres, three windmills with the necessary building for the cultivation of sugar, 315 negroes, and 100 head of cattle, to the Society for the Propagation of the Gospel, in trust for the maintenance of a convenient number of professors and scholars, 'all of them to be under the vows of poverty, chastity, and obedience; who shall be obliged to study and practise Physic and Chirurgery, as well as Divinity; that by the apparent usefulness of the former to all mankind they may both endear themselves to the people and have the better opportunities of doing good to men's souls, whilst they are taking care of their bodies'.

At that time the plantations were computed to yield a net income of £2,000 clear of all charges. The erection of the college buildings was begun in 1716, and the masonry was finished in 1721; but it was many years before the college was completed, owing to a debt due to the Society from the estates

which was not cleared off until 1738. The stone used, which is a conglomerate of limestone, was taken from the hill behind the college, and the timber was brought, at Government expense, in ships of the Royal Navy from Tobago and St. Vincent. The college was first opened as a grammar school on September 9th, 1745. Hurricanes and other disasters impoverished the estates, and it was not until 1834 that it was placed on a proper academic footing by Bishop Coleridge. In 1875 it was affiliated to Durham University.

In 1898 Codrington College passed through a serious crisis, the revenue from the sugar estates being insufficient for its maintenance, but with the help of the West India Committee an emergency fund was raised and an impending calamity averted.

A walk of twenty minutes up the hillside from College Siding brings the visitor to the extensive college buildings. In front of them is a broad lake, behind which rises a hill. On it is situated the 'Society' Chapel and graveyard, a prominent feature of which is a cairn of stones, surmounted by a granite monolithic cross, under which lie the remains of Richard Rawle, Principal from 1846 to 1864, and again from 1888 to 1889 after he had become Bishop.

The best view of the college buildings is obtained from this position. On the left is the Principal's residence, formerly the 'Great House' of the estate and one of the oldest as well as the most extensive buildings in Barbados. The main building on the right was gutted by a fire on the night of April 18th, 1926, and was not rebuilt until 1931, when the opening ceremony was performed on June 11th by Sir William Robertson, the Governor at the time.

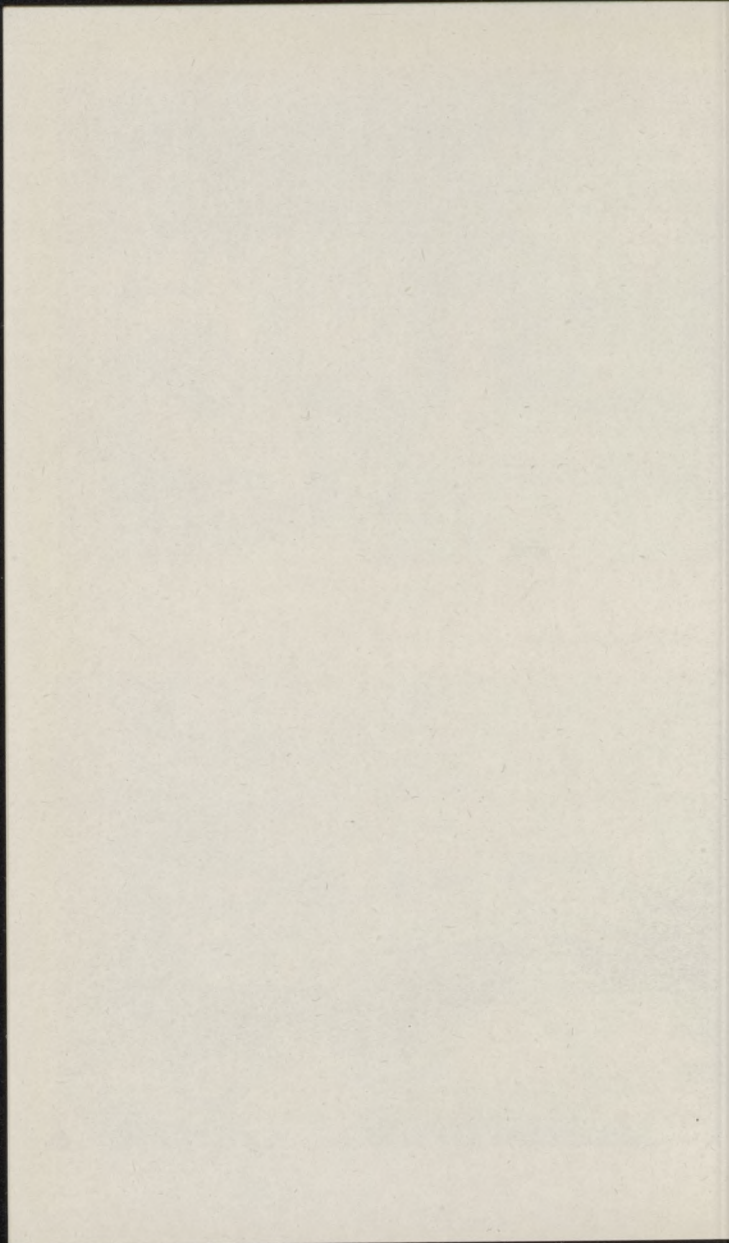
An avenue of cabbage palms (*Oreodoxa oleracea*) leads from a triple-arched portico, which divides the chapel from the hall, to the front of the hill, and a row of these stately trees also fringes the lake, contributing in no small degree to the beauty of the scene. Some of the trees, which are fully 80 feet in height—the tallest is over 100 feet—are computed to be more than one hundred years old. Two royal palms were planted at the end of the avenue nearest to the belfry on December 31st, 1879, by Prince Albert Victor and Prince



BANDSMEN OF THE BARBADOS REGIMENT

HARBOUR POLICEMEN, BARBADOS





George, afterwards King George V, when visiting Barbados in H.M.S. *Bacchante*. But the one planted by the former died, and when in 1892 the news of the death of the beloved Prince reached the island, the Negroes were not at all surprised. 'We knew Prince Eddy die soon', they said, 'his cabbage die!' Kingsley first saw cabbage palms, which form such a conspicuous feature of West Indian scenery, in St. Kitts, and he was much struck by their beauty. 'Grey pillars, which seemed taller than the tallest poplars, smooth and cylindrical as those of a Doric temple. . . . It was not easy . . . to believe that these strange and noble things were trees', he wrote.

The college possesses a large swimming-bath. On the beams supporting the roof are the following lines, the first two of which are from Samuel Rogers' *Epistle to a Friend*, while the others were composed by Principal Rawle:

Emblem of life! Which, still, as we survey,
Seems motionless, yet ever glides away.
Emblem of youthful wisdom to endure,
Still changing yet unchangeably still pure.
Like this fresh cleansing wave still useful be,
Though rough thy passage to the boundless sea,
Still in that sea thou shalt not stagnant lie,
But ever useful tasks of blessing ply.

And on the reverse side of the beams:

Of sacred scenes these crystal streams may tell,
Bethesda's pool or soft Siloam's well.
Enjoy the pleasures these pure waters give,
But think of those which make the bathers live.
There is a fountain, Holy Scriptures say,
Where souls may bathe and sins be washed away.
Let all thy studies help thee Him to know
Through Whom for thee these heavenly waters flow.

The old estate's bell, which used to summon the slaves to work, can be seen in the garden behind the college.

The Crane, St. Philip (13 miles from Bridgetown by road), is a deservedly favourite resort for bathing. On the rugged south-east coast, it is much resorted to for health and pleasure. It was once an important shipping place and took its name

from the crane which was used for hoisting produce and goods. The coast here is rugged and very picturesque. To the south is a delightful pool called **The Mare**, while to the north is the celebrated **Dawlish Bounce**, where a sea-water bath can be enjoyed without the bather going into the sea.

Long Bay or '**Sam Lord's**' Castle, St. Philip (14 miles from Bridgetown), about a mile from the Crane Hotel, is one of the finest mansions in the West Indies. It was built in 1820 for Mr. Samuel Hall Lord, to replace the original building, which dated from 1780. Square, it has four entrances, approached by black and white marble steps, and is surmounted by battlements. The walls are immensely thick, and well calculated to withstand hurricanes. In 1831 the outside of the house was being repaired when it was struck by the terrific cyclone of August 11th, and though the scaffolding was carried off by the force of the wind and deposited in the mill-yard of the Three Houses Estate, *three miles away*, the building was uninjured. The chief features of the interior are the handsome plaster-work ceilings. A man named Warren was brought out to do the work in the days of slavery as a militiaman, when the planters were bound by law to leaven their holding of blacks with a certain number of white men. But though he is generally credited with it he really did very little, the bulk having been done by Charles Rutter, whose son was employed some years ago to repair the ceilings. The work took Rutter and Randals, who was also brought out, three and a half years to complete. At the end of the long drawing-room and dining-room there are handsome mahogany columns made from trees grown in the island. The house, which Schomburgk described as 'an oasis in the desert', is now run as a residential club (*see page 76*).

Before the lighthouse at Ragged Point was erected the wrecks on **the Cobblers**, a reef which almost closes in Long Bay, were significantly numerous, and many were the weird tales of lanterns tied to the branches of the coco-nut trees to snare sailors to their doom which used to be recounted by the 'oldest inhabitants'. A large number of the coco-nut trees, under which the fallow-deer roamed, still remain. The family vault of the Lord family of Long Bay is in St. Philip's Church,

in the churchyard of which are two immense silk-cotton trees (*Eriodendron anfractuosum*). When the silky floss in which the seeds are entangled falls, the ground looks as though snow has fallen on it.

Ragged Point lighthouse in St. Philip (15 miles) is generally the first landmark sighted on nearing Barbados. The view of the Atlantic from it is very fine, and the spot is a favourite pleasure resort. The little island near by is known as Culpeper's Island.

Visitors interested in social questions should obtain permission to inspect the **Government Industrial School**, formerly known as **Dodd's Reformatory**, which is also in St. Philip, and was established in 1883.

On the way to or from Lord's Castle **Christ Church** ($\frac{1}{2}$ -hour by motor-car) can be visited. It was erected in 1837 from designs by Captain Senhouse, R.N., at a cost of £4,000, to replace a building destroyed by the hurricane of 1831. A disastrous fire in 1935 gutted the interior, which has since been replaced.

For those of a psychical turn of mind, a visit to the churchyard has a peculiar and absorbing interest. A strange occurrence took place there in 1820, the cause of which has never been satisfactorily explained. Whenever a certain vault, which has been hermetically sealed, was opened, the coffins in it were found to be in a state of confusion. It was generally believed that this was due to some supernatural agency. Whether this was so or not it must be left to the reader to judge after the perusal of the following authentic account, compiled by the late Hon. Forster M. Alleyne in 1908:

The 'Barbados Coffin Story' has been told many times: by Sir Robert Schomburgk in his *History of Barbados*; by Viscountess Combermere in the life of her husband, Governor of the island at the time the event occurred, who based her account on an anonymous pamphlet entitled *Death Deeds*; by Mr. Robert Reece in the columns of *Once a Week*; and, perhaps, by many others. I myself heard the story from the lips of Sir Robert Bowcher Clarke, who was present at the opening of the vault, and my own father, though not present at the opening, was in the island at the time, and made mention of it to his sister in England, as is evidenced by a letter

from her to him, which is still in my possession. Some months ago Mr. Andrew Lang wrote to me that a similar disturbance among coffins had taken place in the public cemetery at Arensburg, on the island of Oesel, in the Baltic, in 1844, as detailed by R. Dale Owen in his *Footfalls on the Boundary of Another World*. Numerous high authorities were quoted for the verification of this event, and it is stated that an official enquiry was made into the circumstance, and the report was signed by all its members and placed on record in the consistory, where it 'is to be found among its archives, and may be examined by any traveller'. An enquiry by the Society for Psychical Research revealed the fact that there is no such document in existence, nor is any such story known to the owner of the vault.

I therefore asked myself, what authentic evidence had we to prove that our Barbados story was really true? That it was so, I had not the smallest doubt, but how could I prove it? Indeed, Mr. Lang wrote to me saying that he had read a paper before the Folk-Lore Society on the subject, and that it was received very sceptically by the President, and, in fact, was treated with scant interest. I therefore determined to see if I could not obtain first-hand authentic proof. My first step was to go to Christ Church, the place where the vault is situated. I examined the Burial Register and found the names of the occupants of the vault, as will be given below, and their interments duly attested by the Rector, Dr. Orderson, but absolutely without comment, and not the smallest hint that anything extraordinary had taken place. I had the Parochial Treasurer's accounts examined, thinking that some clue might be obtained from them, but there was nothing. Neither do the files of contemporary newspapers which are still extant make any mention of it. Some time afterwards, when I was almost in despair, for I had only discovered several old copies of lists of the interments, evidently furnished by Dr. Orderson, with comments on the disturbances among the coffins, I heard accidentally that the Hon. Nathan Lucas, M.L.C., whose name is always mentioned as having been present at the opening of the vault on April 18th, 1820, together with Lord Combermere and others, had left a large number of manuscript volumes. These are all written in his own hand and contain copies of old records, as well as notes of topographical and archæological interest, and narrations of other occurrences within his memory. I found that some of them had passed into the possession of Mr. Racker, the proprietor of the *Agricultural Reporter*, who kindly lent me one of them, which contains a detailed account of the opening of the vault. This, then, is an absolutely authentic document; it is in the handwriting of

Mr. Nathan Lucas, who was himself an eye-witness, and is attested by the then Rector of Christ Church, the Rev. Thomas H. Orderson, D.D. It also contains drawings of the vault, and of the position of the coffins, made on the spot by the Hon. Major Finch, Lord Combermere's A.D.C., and similarly attested by Dr. Orderson.

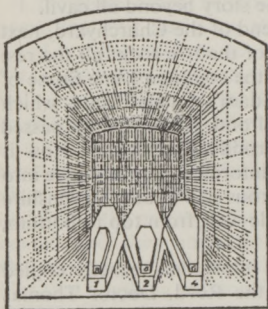
I now transcribe Mr. Nathan Lucas' statement, which has never before been printed; it is stamped with truth in every word, and the original of it is still extant. I need only add that it was always believed that Lord Combermere sent home to England an official account of the occurrence duly certified, but a careful search at the Record Office has hitherto produced no results. It is fortunate, therefore, that in the original of the subjoined narrative we have a document which places the truth of the story beyond all cavil.

'This Vault', it runs, 'is in the west end of the Churchyard, next the wall of the stable. Part is dug out of the live rock; all the rest is wall, arched at the top. The rock is the common Lime Stone of the Island. It is an appurtenance to Adam's Castle Estate, which formerly belonged to the family of Walrond, from which it passed to the Elliots, and is still called "Walrond's Plantation". How it came to the family of Adams I am not informed. The entrance into it, over the steps, is closed with a ponderous slab of blue Devonshire marble; the front is closed with a double wall, from top to bottom, an inner and outer not united.

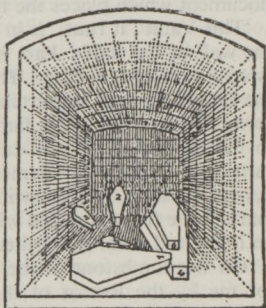
'On the tombstone is the following inscription, exactly copied for me by the Rector of the parish, the Revd. Doctor Thomas Harrison Orderson:

"HERE LIES THE BODY OF
 THE HONBLE. JAMES ELLIOT, ESQ.,
 SON OF THE HONBLE. RICHARD ELLIOT, ESQ.,
 HE MARRIED ELIZABETH THE DAUGHTER OF
 THE HONBLE. THOMAS WALROND, ESQ., OF THIS ISLAND,
 HE WAS BRAVE, HOSPITABLE AND COURTEOUS
 OF GREAT INTEGRITY IN HIS ACTIONS;
 AND CONSPICUOUS FOR HIS JUDGMENT AND
 VIVACITY IN CONVERSATION
 AFTER HIS MERIT HAD ADVANCED HIM TO THE
 HONOUR OF BEING ONE OF HIS MAJESTY'S COUNCIL
 HE WAS SNATCHED AWAY FROM US
 THE 14TH OF MAY ANNO DOMINI 1724
 IN THE 34TH YEAR OF HIS AGE,
 AND DIED LAMENTED BY ALL WHO KNEW HIM,
 IN HONOUR TO HIS MEMORY HIS TRULY SORROWFUL
 WIDOW HAS ERECTED THIS TOMB."

'In this vault the leaden coffins having been found displaced several times, it became a matter of curiosity and enquiry; and being at Eldridge's Plantation, next the Church, in company with the Right Honble. Lord Combermere, on a visit to the Proprietor, Robert Bowcher Clarke, Esq., on the 18th of April, 1820, it became a subject of conversation at noon, when the negroes were coming home from the field. We took eight or ten of the men directly with us to the Churchyard, to open the Vault, and sent off for the Rector, The Revd. Dr. Thos. H. Orderson, who very soon arrived. His Lordship, myself, Robert Bowcher Clarke, and Rowland Cotton, Esq., were present during the whole time.



*Situation of the Coffins when
the Vault was closed July 7,
1819,
in the presence of the
Reverend Thomas H.
Orderson.*



*Situation of the Coffins on
April 18, 1820, when the Vault
was reopened
in the presence of the Rt. Hon.
Lord Combermere, R. B.
Clarke, Esq., Rowland Cotton,
and Honble. N. Lucas.*

SKETCHES OF THE CHASE VAULT

From the Manuscript of the Hon. Nathan Lucas

'On our arrival at the Vault, every outward appearance was perfect, not a blade of grass or stone touched; indeed collusion or deception was impossible; for neither ourselves nor the negroes knew anything of the matter; for the subject was hardly started in conversation before we set out for inspection, and the Churchyard cannot exceed half a mile from Eldridge's. The annexed drawing with the references was made for me at the instance of the Doctor, copied from one sketched on the spot by the Honble. Major Finch,

who very soon joined our party at the Vault. The following particulars were obligingly supplied by the Doctor. I was present from beginning to end: and no illusion, trick, or deception could have been practised.

“Parish of Christ Church. In the Churchyard there is a Vault, which by the Inscription on the Tomb belongs to the Elliot family, in which Vault no person had been buried for many years. In July, 1807, application was made to the Rector to permit the remains of Mrs. Thomasina Goddard to be interred in the Vault; and when it was opened for her reception, it was quite empty, without the smallest appearance of any person having been buried there. Mrs. Goddard was buried July 31st, 1807. February 22nd, 1808, Mary Anna Maria Chase, Infant daughter of the Honble. Thomas Chase, was buried in the same Vault in a *Leaden* Coffin. When the Vault was opened for the reception of the Infant, the Coffin of Mrs. Goddard was in its proper place. July 6th, 1812, Dorcas Chase, daughter of the Honble. Thomas Chase, was buried in the same Vault. Upon the Vault being opened for her reception, the two *Leaden* Coffins were evidently removed from the situation in which they had been placed; particularly the Infant, which had been thrown from the North East corner of the Vault where it had been placed, to the opposite angle: The Coffin was nearly upright in the corner but the head was down to the ground. September the 25th, 1816, Samuel Brewster Ames, an Infant, was buried; and the *Leaden* Coffins, when the Vault was opened, were removed from their places, and were in much disorder. November 17th, 1816, the Body of Samuel Brewster (who had been murdered in the Insurrection of Slaves on the 15th of April preceding and who had been previously buried in the Parish of St. Philip) was removed and interred in the Vault, and great confusion and disorder were discovered in the *Leaden* Coffins. July 7th, 1819, Thomasina Clarke was buried in the same Vault, and upon its being opened much confusion was again discovered among the *Leaden* Coffins.”

‘N.B.—When Miss Clarke was buried, the Coffin of Mrs. Goddard had fallen to pieces; and was tied up in a small bundle, between Miss Clarke’s coffin and the Wall; and on April 18th, 1820, the bundle was *in situ*. At each time the Vault was opened, the coffins were replaced in their proper situations; and the mouth of the Vault was regularly closed and cemented by Masons, in the presence of the Rector and some other persons. On the 7th of July, 1819, private marks had been made at the mouth of the Vault in the Mason work, and on the 18th day of April, 1820, the marks were perfect.

“On the 18th day of April, 1820, the Vault was opened at the request of Lord Combermere, in the presence of his Lordship, The Honble. Nathan Lucas, Robert Bowcher Clarke, and Rowland Cotton, Esq. The two annexed drawings represent the situations of the Coffins. No. 1 as they were left on the 7th of July, 1819; and No. 2 the situation they were found on the 18th April, 1820.

“Mary Anna Maria	} were in <i>Leaden</i> Coffins	Mrs. Goddard	} were in Wooden Coffins
Chase		Miss Th. Clarke	
Dorcas Chase			
Honble. Thomas			
Chase			
S. B. Ames and			
S. Brewster			

“Since the 18th of April, 1820, all the Coffins have been removed from the Vault at the desire of Mrs. Chase, and have been buried in a grave, and the Vault still continues open. The Vault is dug in the ground, about two feet in the live rock; and the descent into it is covered with a large block of blue Devonshire marble; which will take some hours to be removed and replaced again in its proper situation. It will take at least four able men to remove the stone.

“Certified March 26th, 1824.

“T. H. ORDERSON, D.D.,
“Rector.

“For the Honble. Nathan Lucas.”

‘In England, at this day, the body is first enclosed in a shell; that in lead, and lastly, the Coffin of State without all, ornamented, etc.

‘In Barbadoes, it is otherwise; the body is put at once into a Coffin of State, etc., and that is enclosed in Lead, at the Grave, and is without the wooden Coffin.

‘The Children’s coffins were placed upon bricks in the Vault. Mr. Chase’s on the Rock, the bottom of the Vault. Now how could one of the *Leaden* Coffins be set upon end against the wall?

‘Why were the coffins of wood *in situ*? and why was the bundle of Mrs. Goddard’s decayed Coffin found where it had been left? Wood certainly would first float. There was no vestige of water to be discovered in the Vault; no marks where it had been; and the Vault is in a level Churchyard, by no means in a fall much less in a run of water. Earthquake could not have done this without levelling the Churchyard to the ground.’

The following is the statement of Mr. Lucas as regards the Christ Church Vault.

'I examined the walls, the Arch and every part of the Vault and found every part old and similar; and a mason in my presence struck every part of the bottom with his hammer, and all was solid. I confess myself at a loss to account for the movements of these *Leaden Coffins*. Thieves certainly had no hand in it; and as for any practical wit or hoax, too many were requisite to be trusted with the secret for it to remain unknown; and as for negroes having anything to do with it their superstitious fear of the Dead and everything belonging to them preclude any idea of the kind. All I know is that it happened, and that I was an Eye witness of the fact!!!'

When the result of Lord Combermere's investigation became known, it caused such a commotion in the neighbourhood that the vault had to be abandoned and the coffins removed and buried elsewhere in the churchyard in separate graves. The vault now stands deserted and forlorn, and if curiosity prompts him to enter it the visitor will probably find nothing inside except perhaps some stray leaves and a few bones thrown there at some later date.¹

In 1943 another mystery was revealed, this time in the tomb of Sir Evan MacGregor, Governor of Barbados, who died in 1841, in the churchyard of St. Michael's Cathedral in Bridgetown. Brother E. Maxwell Shilstone, an enthusiastic Freemason, investigating the career of Alexander Irvine, the founder of Freemasons in Barbados, was present with two friends at the unsealing of the vault containing the remains of Irvine as well as those of Sir Evan MacGregor. The wall sealing the tomb was removed brick by brick, revealing the large lead coffin of the Governor propped up against the inner side. At the far end of the vault were a skull and some bones, the remains of Alexander Irvine, whose wooden coffin must have fallen to pieces when the Governor was interred. How the heavy lead coffin came to be tipped up against the wall sealing the vault remains a mystery. It could not have been placed there originally, nor could it have been raised to that fantastic position from outside. As was the case at Christ

¹ A chapter is devoted to the Barbados coffin mystery in *West Indian Tales of Old*. London: Duckworth.

Church, there were no signs that floods or an earthquake were responsible for the derangement.

Oistin's Town, Christ Church ($\frac{3}{4}$ -hour by motor-car), is a small fishing village chiefly notable as having been the place where, at 'Ye Mermaid's Inn', the articles for the capitulation of Barbados were signed by the Royalist Commissioners of Barbados and the Commissioners of the Commonwealth in 1652, after a stubborn defence. No trace of the inn, which was kept by a Welshman, now remains. The bay was called:

Austin's Bay, not in commemoration of any Saint, but of a wilde mad drunken fellow, whose lewd and extravagant carriage, made him infamous in the Iland; and his Plantation standing neer this Bay, it was called by his name.—*Ligon*, 1657.

A beautiful view of Oistin's is obtainable from **Kendal Fort**—so called after James Kendal, Governor from 1689 to 1694. A pathway across the fields leads to a spot where a few guns still remain, but the stonework has been removed. **South Point Lighthouse** (7 miles from Bridgetown), which is built throughout of iron, also commands an extensive view.

In the parish church of **St. George** (6 miles from Bridgetown), a painting of the Resurrection by the American Quaker painter Benjamin West, afterwards President of the Royal Academy, is to be seen. Mr. Frere, the then owner of 'Lower Estate', commissioned West to paint the picture for the altar in 1786, but when the painting arrived it was put away in an outhouse on the estate in consequence of a dispute with Mr. Thomas, the Rector. It will be noticed that the eye of the centurion is damaged. This is due to the act of a carpenter of burglarious intent who broke into the outhouse and was so alarmed at the fixed manner in which the centurion was glaring at him that he pushed the eye in. The picture was sent to England to be repaired; but West had meanwhile died, and no artist of repute would meddle with the work. The vestry once refused an offer of £2,000 for the painting.

Gun Hill, St. George (6 miles from Bridgetown), commands a fine view of the valley of St. George. In the event of any outbreak of illness the white troops, who were finally withdrawn in 1905, used to camp at this spot, which is delightfully

cool and healthy. On the side of the cliff is a grotesque British lion sculptured by Colonel H. J. Wilkinson, and though as a work of art it cannot be compared with Thorwaldsen's masterpiece in Lucerne, it is very cleverly executed. Below it is a quotation from the Vulgate of Psalm lxxii. 8:

DOMINABITUR . A MARI . VS AD MARE

A FLUMINE VS AD TERMINOS ORBIS . TERRARUM

which is translated, 'He shall have dominion from sea to sea and from the river unto the ends of the world'; and the inscription in doubtful Latin: 'Hen. Joa. Wilkinson Gen. Coh. Ped. IX Britan. Trib. Castr. Sculpsit A.D. MDCCCLXVIII.' (Henry John Wilkinson, Colonel Commanding the 9th British Foot (now the Norfolk Regiment), tribune of the Camp, carved it in the year 1868.)

Welchman's Hall Gully ($7\frac{1}{2}$ miles from Bridgetown; $\frac{3}{4}$ -hour by motor-car, by way of Warren's, Cane Garden, and Holy Innocent Chapel), with its luxuriant tropical vegetation and Cole's Cave (about an hour's drive from Bridgetown) both deserve attention. Like most of the numerous gullies for which Barbados is famous, that of Welchman's Hall is of great interest and beauty. It can, however, only be explored on foot. These gullies are mostly situated in the north-west centre of the island. They are deep clefts like river-beds which cut the upper ridges at varying intervals from the centre to the west. After heavy rains they become raging torrents which rush down to find an outlet to the sea; but at ordinary times they hold no water, though great boulders and rocks brought down from the highest levels indicate the force of the flood. The cliffs in some places rise to a height of over 150 feet and the scenery is decidedly fine. Many noble trees and beautiful palms, chiefly of the cabbage and macaw variety, clothe with their verdure the bottoms of the gullies, while the rocks and boulders are clad with every variety of creeper and fern, and wild flowers, including orchids, grow in profusion. In the sides of some of the gullies are curious caves. At Sion Hall, for example, there is one which is carpeted with ferns of rare beauty. It has also numerous small pools formed by the water which continually drips through the porous rock overhead.

Here, it is said, monkeys come to quench their thirst and to seek shelter. In Lewis Gully in St. Thomas are to be seen some stalagmites which assume fantastic shapes—one resembles a crocodile, and another an elephant's head. This gully has a grass road through it which ends in a narrow path like a Devonshire lane. Welchman's Hall or Westwood Gully is, however, the most attractive and picturesque of all. It is clothed with luxuriant tropical vegetation, while at the bottom a sparkling streamlet yields nourishment to an immense variety of ferns and creepers. Many of the gullies are spanned by massive stone bridges built for the most part during the old days of cheap slave labour. It is well that the bridges are massive, as they have to withstand a tremendous rush of water after a tropical downpour of rain.

In *Cole's Cave*, in St. Thomas (7 miles from Bridgetown), a most interesting underground river can be seen. Permission must, however, first be obtained from the manager of Walkes' Spring Estate, on which it is situated. It is also desirable to take a guide and torches. The entrance to the cave is at the bottom of a deep gully clothed with tropical vegetation. At a distance of about one hundred yards from the mouth the cave divides at 'the Fork' into two branches, and from the side of the larger of these a clear stream issues. The cave a little farther on becomes spacious, and forms a basin which has been called 'the Bath', but it then contracts again, and the outlet of the stream has never been discovered, though an old story is still current in the island that a duck was put into the water at the end of the accessible part of the cave and found a safe exit at Indian River in St. Michael. According to Schomburgk:

The duck, it is said, was exhausted, and nearly stripped of its feathers, perhaps by passing through fissures and coming in contact with projecting rocks. The story is possible, but unlikely; unfortunately there is another version of it which says that the duck was recovered in Scotland district.

Richard Blome, writing in 1672, said that these caves were often the sanctuaries of such negro-slaves that run away, in which they oft-times lie a good while ere found out, seldome stirring in

the day time. . . . And it is supposed that these caves were the habitations of the natives.

His authority was, no doubt, Richard Ligon, who in *A True and Exact History of the Island of Barbadoes*, published in 1657, wrote:

The runaway negres, often shelter themselves in these Coverts, for a long time, and in the night range abroad the Countrey, and steale Pigs, Plantins, Potatoes, and Pullin, and bring it there; and feast all day upon what they stole the night before; and the nights being dark and their bodies black, they scape undiscern'd.

These thieves, it appears, used to be hunted down successfully by 'Liam Hounds'.

The Hole or Hole Town, St. James, on the leeward or west coast (7 miles), has little of interest except perhaps the old Fort behind the Police Station and the Tercentenary Monument. The latter was unveiled on November 30th, 1905. It is inscribed:

1605-1905

THIS MONUMENT COMMEMORATES

THE TERCENTENARY OF

THE FIRST LANDING OF ENGLISHMEN

FROM THE "OLIVE BLOSSOM," NEAR THIS SPOT

ABOUT THE MONTH OF JULY 1605.

THEY ERECTED A CROSS

AND INSCRIBED ON A TREE THE WORDS

"JAMES K. OF E. AND THIS ISLAND,"

THUS CONSTITUTING POSSESSION FOR THE CROWN OF ENGLAND

IN WHOSE UNINTERRUPTED POSSESSION

THE ISLAND HAS REMAINED.

THE CORNER STONE

WAS LAID ON THE 30TH NOVEMBER 1905,

BY HIS EXCELLENCY SIR GILBERT T. CARTER, R.N., K.C.M.G.,

THE GOVERNOR OF THE ISLAND

IN THE PRESENCE OF MEMBERS OF THE LEGISLATURE

AND A LARGE CONCOURSE OF THE INHABITANTS

THE COST OF ERECTION WAS DEFRAYED

BY PUBLIC SUBSCRIPTION OF THE INHABITANTS

The column marks the spot where the English in the *Olive Blossom* first landed in 1605, and also the landfall of Sir William Courteen's settlers, under Richard Deane, 1626. The town was afterwards called Jamestown in honour of James I.

St. James's Church, Hole Town, boasts an old bell inscribed 'God Bless King William 1696', also a font dated 1684, and very old communion plate. The bell was brought away by General Sir Timothy Thornhill from Martinique after a successful attack on that island. A curiously worded inscription on a monument to the wives of Sir John Gay Alleyne, whose family resided for generations at Porters, should be read.

Porters Wood (8 miles from Bridgetown), with its flock of wild monkeys, which gaily disport themselves in the mahogany trees, and St. James's Church, are both very well worth attention. At Porters, once the residence of Dudley Woodbridge, Director-General of the Assiento Company (*see* page 6), there is a curious swimming-bath, the origin of which is sufficiently explained by the following inscription:

INVITO
DUDLEIO WOODBRIDGE
ARM^o
AMANTE NIHILOMINUS MUNDITIAS
AQUA NIMIUM INUNDANTE
IN BALNEARIUM
HOC CONCLAVE
ABIIT
VII^o KAL. APR. MDCCXXXV.
THOS. HILL. INVENTIT.

[Trans. This chamber was turned into a bath by Dudley Woodbridge, Esq., reluctantly, though he loved cleanliness, because of its being constantly flooded. March 26th, 1735. Sculptured by Thomas Hill.]

Speightstown (pronounced Spikestown), St. Peter (12 miles from Bridgetown), formerly a shipping place of importance, once enjoyed a considerable trade with Bristol, earning in consequence the name of Little Bristol. The late Mr. E. G.

Sinckler, in his *Handbook of Barbados*, said that it was probably built on the lands of William Speight, a member of Governor Hawley's Parliament in 1639. The town has a church dedicated to St. Peter, and several chapels. It is here that the flying-fish industry is best seen. It used to be defended by **Denmark Fort**, which is now an almshouse. The guns and platform are still in a good state of preservation.

All Saints, in St. Peter (14 miles from Bridgetown *via* Speightstown), is said to be the oldest church in the island. It has many stained-glass windows and the tombs of William Arnold (one of the first settlers), Sir John A. Gibbons, Bart., and Sir Graham Briggs, Bart. **St. Nicholas Abbey**, St. Peter (17 miles from Bridgetown), the property of Mr. C. J. P. Cave, is chiefly remarkable as being the only house in Barbados with fireplaces. It is built in late Elizabethan style, and is one of the oldest mansions in the islands. The drawing-room is panelled with Barbados cedar. **Cherry Tree Hill**, a short distance beyond the Abbey, reached by a noble double avenue of casuarina and mahogany trees, commands a striking view of the Scotland District, with Hackleton's Cliff (*see* page 90) beyond.

Farley Hill, St. Peter (16 miles from Bridgetown), the residence of the late Sir Graham Briggs, is notable as being the original home of the beautiful Farleyense fern (*Adiantum Farleyense*). J. A. Froude stayed here in 1887. In the grounds are trees planted by Prince Alfred, afterwards Duke of Edinburgh, who visited the West Indies in the *St. George* in 1861, and by Prince Albert Victor and Prince George (afterwards King George V), who toured the Caribbean in H.M.S. *Bacchante* in 1879-80. From **Grenade Hall**, St. Peter, a disused semaphore signal-station (*see* page 89) near by, a fine view of the Scotland District can be obtained.

At **Turner's Hall Wood**, St. Andrew (14 miles from Bridgetown), on a ridge stretching from the semicircular cliffs at the north-east, is seen the sole remnant of the virgin forest, which covers 46 acres of land. It consists mainly of locust, cedar, fustic, and bully trees, which once completely clothed the island. Of these, locust and fustic bulked largely among the exports of Barbados in the seventeenth century. Near it are

the borings of the British Union Oil Company, and a tiny but curious boiling spring—the gas (carburetted hydrogen) rising through which can be ignited and used for cooking purposes on a very small scale. On the way to the wood, **Porey Spring**, St. Thomas ($7\frac{1}{2}$ miles from Bridgetown), and gully can be visited. The spring has lost its picturesque appearance since it was artificially controlled, but the gully, like that at **Duncombe** half a mile farther on, is very beautiful.

The **Animal Flower Cave**, in St. Lucy at the extreme north of the island (21 miles from Bridgetown), deserves a visit. This remarkable cave was once only approachable by the cliff side, and a visit to it was in consequence not unattended by danger. It can now, however, be safely entered by a flight of stone steps at the back of the first cave, a large vaulted room about 80 feet long, 40 feet wide, and 20 feet high, with several 'port-holes' overlooking the sea, through which the waves break with great force at high tide. The second cave contains a pool of water, and is called the Bathing Cave. From it the Carpet Room is reached. This has a pool of water in the centre, in which the so-called 'animal flowers' (*serpulæ* or sea-worms) used to flourish. Few now remain, however, the majority having been destroyed or carried off by predatory persons. The cave is privately owned, and a small fee is charged to visitors.

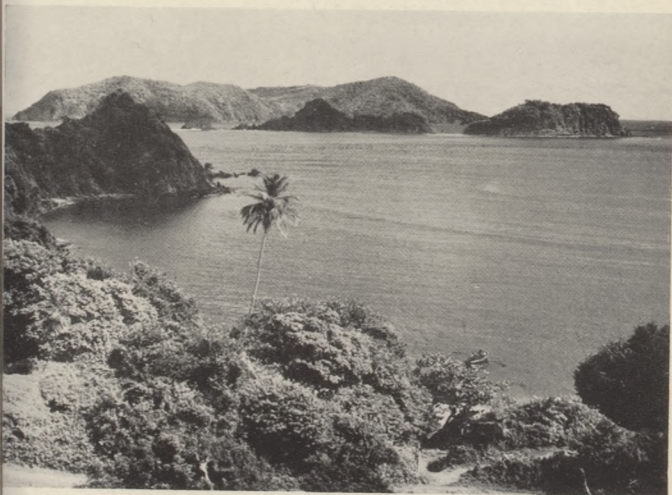
Maycock's Fort, picturesquely situated in the same parish, is now bereft of its guns. Treasure is said to be buried there, but all endeavours to trace it have failed. The bay near by bears the ill-omened name of Hangman's Bay.

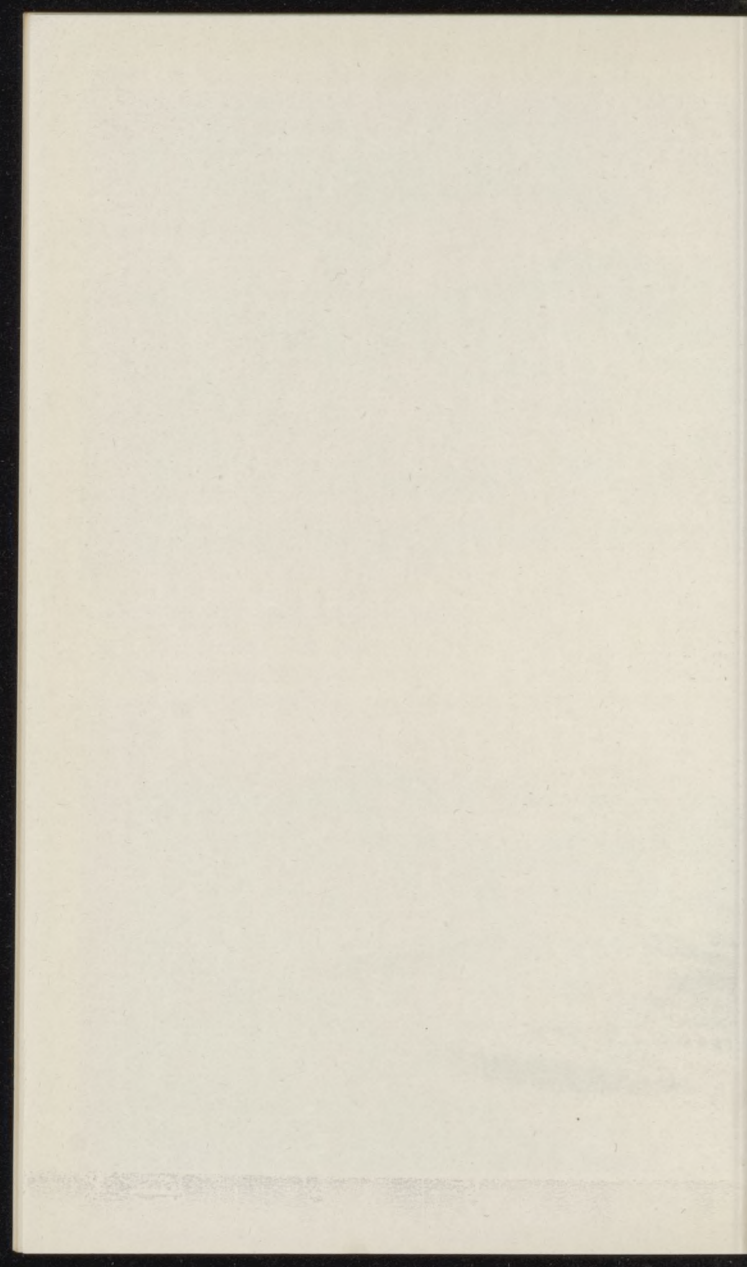
Barbados was the first British Colony on which the Prince of Wales, afterwards King Edward VIII, and now Duke of Windsor, set foot during his Australian tour in H.M.S. *Renown* in 1920. The Royal Visitor, who was welcomed with enthusiasm by the patriotic people of the island, after attending a formal reception in the Chamber of the House of Assembly, was taken for a drive through characteristic districts, and in the evening was entertained at a brilliant ball in the Public Buildings. In the course of one of the speeches he delivered during the day, he said: 'As a naval officer, the King knows this Colony and the other Islands of the British West



GOVERNMENT HOUSE, PORT-OF-SPAIN

SPEYSIDE, TOBAGO





Indies well, and His Majesty particularly desired me to tell you how happy are his memories of the time which he spent among you here. Since its first occupation, the beautiful island has flown no flag but the British flag, and under many trials, both in peace and war, it has never wavered in its staunch allegiance to the British Crown.'

Mitochondria populorum et fideles jungi

The Colony's motto

Trinidad, which lies off the delta of the Orinoco, between latitude 10° 3' and 10° 50' N. and longitude 60° 22' and 61° 26' W. is rather smaller than Lancashire, or of the State of Delaware, United States, its total area being 1,364 square miles. Its population of about 620,000 is composed of black and coloured people of African descent and families of English, French, Spanish, and Portuguese extraction, while one-third of the inhabitants are of East Indian origin, being immigrants from Calcutta, and their descendants. These immigrants were introduced annually under a system of indenture (see page 7) between the years 1845 and 1917, when the 15,000 Ganges brought the last batch to Port of Spain. There is also a considerable Chinese population. Some members of the commercial community in Port of Spain, and many small storekeepers in the villages, are Chinese.

Trinidad is rectangular, with promontories at the four corners, those at the north-west and south-west being extended towards the mainland of South America and enclosing the Gulf of Paria, which is practically a land-locked sea between Trinidad and Venezuela with narrow straits at the north and south. The straits at the north are called the Boca del Dragon, or Dragon's Mouth, and those at the south the Boca de la Serpiente, or Serpent's Mouth. Geologists state that at some distant date Trinidad was connected with the mainland, and it is evident that the three islands in the northern straits are of the same formation as the mountains on the Spanish Main. The north coast of Trinidad is much indented and rock-bound, but there is a number of open beaches, such as Maraca, Las Cuevas, Blanchisseuse, Grande Riviere, Toeco, and others, as well as innumerable coves with small sand-strips. The east

CHAPTER VI

TRINIDAD AND TOBAGO




Miscerique probat populos et fœdera jungi

The Colony's motto

TRINIDAD, which lies off the delta of the Orinoco, between latitude $10^{\circ} 3'$ and $10^{\circ} 50'$ N. and longitude $60^{\circ} 55'$ and $61^{\circ} 56'$ W., is rather smaller than Lancashire, or of the State of Delaware, United States, its total area being 1,864 square miles. Its population of about 620,000 is composed of black and coloured people of African descent, and families of English, French, Spanish, and Portuguese extraction, while one-third of the inhabitants are of East Indian origin, being immigrants from Calcutta, and their descendants. These immigrants were introduced annually under a system of indenture (*see* page 7) between the years 1845 and 1917, when the s.s. *Ganges* brought the last batch to Port-of-Spain. There is also a considerable Chinese population. Some members of the commercial community in Port-of-Spain, and many small storekeepers in the villages, are Chinese.

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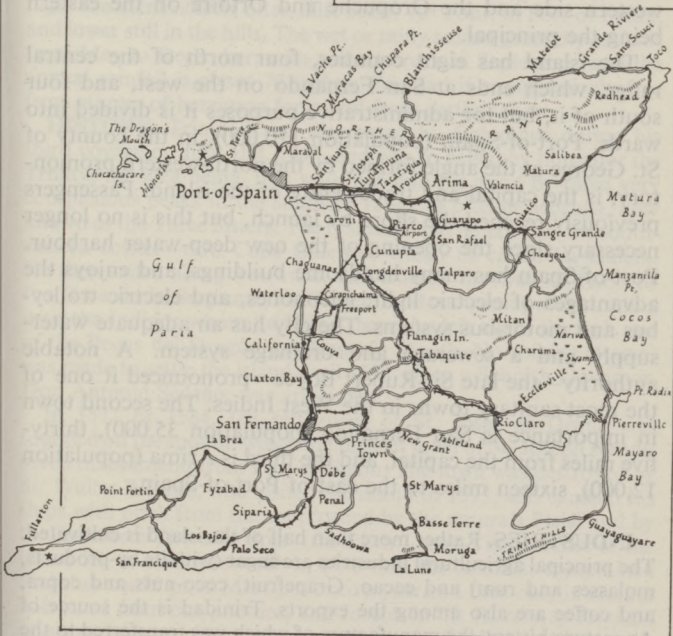
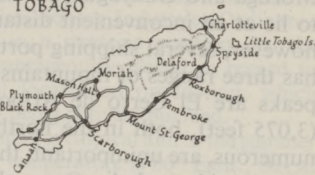
TRINIDAD

-  Railways
-  Roads
-  U.S. Bases

Miles



TOBAGO



coast being exposed to the Atlantic is often unapproachable by shipping, and on the south coast the bays of Erin, Quinam, Moruga and Guayaguayare are so shallow that vessels have to lie at an inconvenient distance from the shore. There are, however, several shipping ports on the west coast. The island has three ranges of mountains running across it. The highest peaks are El Cerro de Aripo (3,085 feet) and El Tucuche (3,075 feet), both in the northern range. The rivers, though numerous, are unimportant, the Caroni and Guaracare on the western side and the Oropuche and Ortoire on the eastern being the principal.

The island has eight counties, four north of the central range, which ends at San Fernando on the west, and four south of it, but for administrative purposes it is divided into wards. Port-of-Spain (population 110,000), in the county of St. George at the angle formed by the north-western promontory, is the capital and trade centre of the island. Passengers previously reached the shore by launch, but this is no longer necessary since the opening of the new deep-water harbour. Port-of-Spain has many handsome buildings, and enjoys the advantages of electric light, telephones, and electric trolley-bus and motor-bus systems. The city has an adequate water-supply and a sewerage and drainage system. A notable authority—the late Sir Rupert Boyce—pronounced it one of the most sanitary towns in the West Indies. The second town in importance is San Fernando (population 35,000), thirty-five miles from the capital, and the third is Arima (population 12,000), sixteen miles to the east of Port-of-Spain.

INDUSTRIES. Rather more than half of the island is cultivated. The principal agricultural industries are sugar (with its by-products, molasses and rum) and cacao. Grapefruit, coco-nuts and copra, and coffee are also among the exports. Trinidad is the source of Angostura bitters, the manufacture of which was transferred to the island from Angostura or Ciudad Bolivar in 1875, owing to the troubled state of Venezuela. Petroleum and asphalt are produced from local wells and deposits, and the exports of petroleum products are now greater in value than those of all other industries combined. Trinidad no longer holds the first place in the Empire as an oil-producing country, but in recent years the output has

reached as much as 21 million barrels annually. The forests contain some excellent commercial timbers, and are being scientifically worked. In addition, a wide range of manufacturing industries is being built up with the aid of the Pioneer Industries Ordinance enacted in 1950. The colony is in a strategic position on the western trade routes, and is advantageously placed in regard to fuel resources. A programme of local food production, which includes livestock and fisheries, is being actively pursued.

CLIMATE. The climate of Trinidad is tropical and in the summer months humid. The mean annual temperature is 80° Fahr., but at night the thermometer often falls below 70° Fahr. in Port-of-Spain, and lower still in the hills. The wet or rainy season generally extends from May to December, with a short break in September, and the annual rainfall is about 70 inches. Trinidad is comparatively free from storms of hurricane force and from earthquakes.

HISTORY. Trinidad was discovered by Columbus during his third voyage on July 31st, 1498, and was so called by him after the Trinity, the idea being, it is said, put into his mind by three very conspicuous peaks in the southern range of hills in Moruga, now known as the Three Sisters. The first land that he saw was the south-eastern corner—now Cape Galeota—which he called La Galera. He then sailed along westward, and entered the Gulf of Paria by the Boca de la Serpiente, or Serpent's Mouth, and, after trading with the Indians whom he found there, he left again through one of the Bocas del Dragón, or Dragon's Mouth. No definite attempt was made to settle the island until 1532, when a Spanish Governor, Don Antonio Sedeño, was appointed.

In 1577 or 1584, the settlement of St. José de Oruña was founded on the spot on which the present town of St. Joseph stands, seven miles inland from Port-of-Spain. The town was destroyed by Sir Walter Raleigh, who visited the island in 1595, and caulked his ships with pitch from the spot 'called by the naturals Piché and by the Spaniards Tierra de Brea' (the Pitch Lake). The fortunes of the island fell to such a low ebb in 1740 that the colonists complained that they could go to Mass but once a year and then only in clothes borrowed from one another, and Joseph in his *History of Trinidad* says that he learnt from an old paper that the Cabildo or Municipality had but one pair of small clothes among them. In 1780, at the instance of M. St. Laurent, a Frenchman from Grenada, who had visited the island and recognised its possibilities, the Spanish issued a decree encouraging foreigners to settle in Trinidad, and in 1783, a further proclamation having been issued calling attention to the advantages offered by its fertile soil, a large influx of settlers

resulted. Don José Maria Chacon was sent out as Governor, and the population rose rapidly from 300 in 1783 to 18,000 in 1797.

In 1796 a quarrel arose between the men of a British squadron, who had been attacking some French privateers in the Gulf of Paria, and the colonists. A party of officers were visiting a Welsh lady in what is now Frederick Street, when some of the French privateersmen insulted a British sailor from the *Alarm*. A fight resulted, the officers rushed to the rescue, and a general mêlée ensued; the Commodore, Captain Vaughan, landed a force on the following day, and, though he withdrew before a conflict took place, this incident formed one of the grounds on which Spain declared war with Great Britain a few months later, and on February 12th, 1797, a British expedition set out from Martinique under Sir Ralph Abercromby and Admiral Harvey to reduce the island. The Spaniards relieved Admiral Harvey of the responsibility of an attack by destroying their own ships, which were lying under Gaspar Grande in Chaguaramas Bay, their Admiral, Apodaca, setting the example by strewing rosin, sulphur, and other combustibles on the decks of his own three-decker.

On February 18th, Chacon, without a fight, surrendered Trinidad to Sir Ralph Abercromby, and the General's aide-de-camp, Picton, was appointed Governor. The cession of the island was confirmed by the Treaty of Amiens in 1802.

CONSTITUTION. The government of Trinidad, with which the neighbouring island, Tobago, has been incorporated since January 1st, 1899, is administered by a Governor, who is advised by an Executive Council consisting of three official members (the Colonial Secretary, the Attorney-General, and the Financial Secretary), one member who shall be nominated by the Governor from among the Nominated Members of the Legislative Council, and five members who shall be elected by the Legislative Council from the Elected Members. The Executive Council is the principal instrument of policy, and is responsible to the Legislative Council. The Governor has power to appoint members other than *ex officio* to departments, and when so appointed members are styled Ministers. The Legislative Council consists of a Speaker, three *ex-officio* members, five Nominated Members, and eighteen Elected Members. The Speaker is nominated by the Governor from outside the Council, while the Deputy is appointed by the Legislative Council.

HOTELS. Port-of-Spain. (American plan, i.e. rooms and meals.) The largest hotel is the *Queen's Park*, facing the Savannah, with 145 rooms. Others are: *Coblenz*, *Dundonald Hall*, *Hotel de Paris*, *Normandie*, and *Royal*. In addition, there is a number of good

guest-houses. Outside the city, excellent accommodation is also provided by various country guest-houses.

San Fernando. *The Paramount Hotel.*

Hotel and guest-house rates are liable to change, but at present they range from \$5 to \$20 a day—B.W.I. currency, including meals. Visitors are advised to consult the Tourist Bureau at King's Wharf Passenger Centre.

COMMUNICATIONS. Port-of-Spain is the second port of call of the transatlantic steamers from England of several companies, and enjoys regular steamship communication with Canada, the United States, and South America.

With the United Kingdom and Europe passenger accommodation is regularly provided by the Fyffes, Booth, Royal Netherlands, French lines, and Saguenay Terminals Ltd.; with the United States, limited accommodation is available by the Alcoa Line and from time to time by steamers of the Moore McCormack Line; the Canadian service provided by the 'Lady' boats of the Canadian National has been withdrawn but limited accommodation will still be available on the cruiser freighters of this line, as well as by the Alcoa. There are frequent opportunities for Barbados and British Guiana.

Trinidad has now become an important shipping entrepôt as a result of its deep-water wharves built from 1936 to 1939. They can accommodate six ocean-going vessels; the depth of water alongside is 30 feet at low tide. Formerly, steamers had to anchor in Port-of-Spain harbour at a considerable distance out in the Gulf of Paria.

Air transport has also been spectacular in its development. Piarco airport, 16 miles from Port-of-Spain, is situated strategically between North and South America, and therefore within reach of almost any part of the world. It also provides a convenient point for intercolonial connections. Among the world airlines operating to and from Piarco are B.O.A.C., Pan-American, Royal Dutch, and Trans-Canada (T.C.A.). British Overseas Airways also operate through their subsidiary, the British West Indian Airways, Ltd.

Internal communication is efficiently maintained by **Motor-car** and **Motor-bus** over an excellent road system at regular tariff rates, which should be obtained from the Tourist Bureau or the hotels. Drives to fixed destinations should be arranged beforehand.

In addition, the **Trinidad Government Railway** serves many parts of the island. Its total length is 124½ miles. One line runs through St. Joseph and Arima to Sangre Grande, 8 miles from the east coast. It passes through some of the finest cacao districts and affords beautiful views of the central range of mountains (right) and of the northern range (left).

St. Joseph is the junction for a line running south through areas under sugar-cane to San Fernando and Siparia. From Jerningham Junction on the San Fernando line a branch extends in a south-easterly direction to Tabaquite and Rio Claro.

Two lines reach Princes' Town; one from Marabella Junction, 2 miles north of San Fernando, and the other from San Fernando itself. The fares are very reasonable.

Government-owned motor-buses, connecting with trains, operate between Sangre Grande and Toco, and between Rio Claro and Mayaro.

Communication with Tobago is maintained by Government steamers, on a schedule which provides approximately three sailings in each direction weekly. The voyage is made overnight, taking 10 hours from Port-of-Spain to Scarborough, and 8 hours from Scarborough to Port-of-Spain. Particulars as to days and time of sailing can be obtained at the Harbour-Master's office, the Tourist Inquiry Bureau, and hotels. The British West Indian Airways operate a service six to eight times weekly in each direction. The time taken is only 20 minutes.

A Government **Launch** service operates between Port-of-Spain and the small islands in the Gulf. Particulars may be obtained from the Harbour-Master's office or from the Tourist Bureau. **Motor-launches** for excursions can be hired at reasonable rates.

SPORTS. **Lawn-tennis** is played on the courts of the Tranquillity Club (near the Queen's Park Hotel), the Trinidad Country Club, and the St. Clair Club, whose members are always glad to extend hospitality to visitors suitably introduced. At the St. Clair Club **Bridge** and **Dancing** can also be enjoyed. The Trinidad Country Club and Perseverance Club offer similar facilities. **Cricket** is popular. The Queen's Park Cricket Club, with a membership of several hundred, has a beautifully situated ground to the west of the city with a well-appointed pavilion and a visitors' stand. The club, of which the Governor is president, also affords opportunities for **Lawn-tennis**, **Boxing**, and **Athletics**. The St. Andrew's Golf Club, founded as far back as 1870 by some of the early Scottish settlers, now has a large membership and a well-kept 18-hole course. **Football** is played from July to December. The Trinidad Turf Club, affiliated to the Jockey Club of England, holds **Race Meetings** at midsummer and in December, one always taking place between Christmas and New Year's Day, which attract large crowds to the picturesque course on the Savannah. Several minor meetings are also held in the country during the year.

Bathing can be enjoyed at Maracas Bay on the north coast. The

splendid open beaches at Balandra and Manzanilla Bays, on the east coast, within easy reach of Port-of-Spain by motor-car, are ideal for afternoon picnics and surf-bathing in the Atlantic; but the currents are rather treacherous and bathers should not go out far.

Fishing in the neighbourhood of the Bocas is, at times, excellent, especially when the tarpon and king-fish are biting, while even when they are not the visitor who puts himself in the hands of an experienced local fisherman rarely returns with an empty basket. 116 different kinds of fish, of which 85 are food fishes and 31 are not, are found in Trinidad waters. Cavalli or carangue, tarpon or grand écaille, king-fish or tassard, and barracouta are those most highly prized by sportsmen. Alligators are found in the Caroni River, 2 miles from Port-of-Spain, and flamingoes and several kinds of wild duck give good sport for the **Gun**. In a word, there is considerable variety of sport in Trinidad, though the winter visitor would find little use for his gun unless he wished to bag a small alligator.

CLUBS. There are several social clubs to which visitors are admitted on introduction by members: the **Union Club** in Marine Square, founded in 1878; the **Shamrock**, on the east side of the Savannah; the **Clydesdale** and the **St. Clair** (both ladies and men), not far from it; the popular **Casuals Club**, which has taken the place of the former Savannah Club; the **Perseverance**, and others. The **Trinidad Country Club**, on the Long Circular Road, about five minutes' drive from the Savannah, admits visitors as temporary members. The **Overseas Forces Club** is on the east side of the Savannah.

The **Public Library** occupies a handsome building in Woodford Square. It has a large and well-stocked free reading-room, and a library containing 70,000 volumes, which is open daily (Sundays excepted) from 8 a.m. till 9 p.m.

SIGHTS. Vessels bound for Port-of-Spain enter the Gulf of Paria by one of the Bocas del Dragón (the Dragon's Mouth), the straits formed by the islands of Chacachacare (the name is an Indian one), Huevos (egg), and Monos (monkey), and known respectively as the Bocas Grande, Navios, Huevos, and Monos (*see map, on page 111*). Chacachacare, on which a tall lighthouse is conspicuous, is a leper settlement. On the other islands there are pleasant villas much resorted to for bathing and fishing. At the north-east point of Huevos is Parasol Rock, where H.M.S. *Dromedary*

grounded on August 10th, 1800. Her bowsprit was lashed to the rock, on which her crew of 500 men landed and spent fifteen uncomfortable hours. Then the weather having moderated they re-embarked and got away.

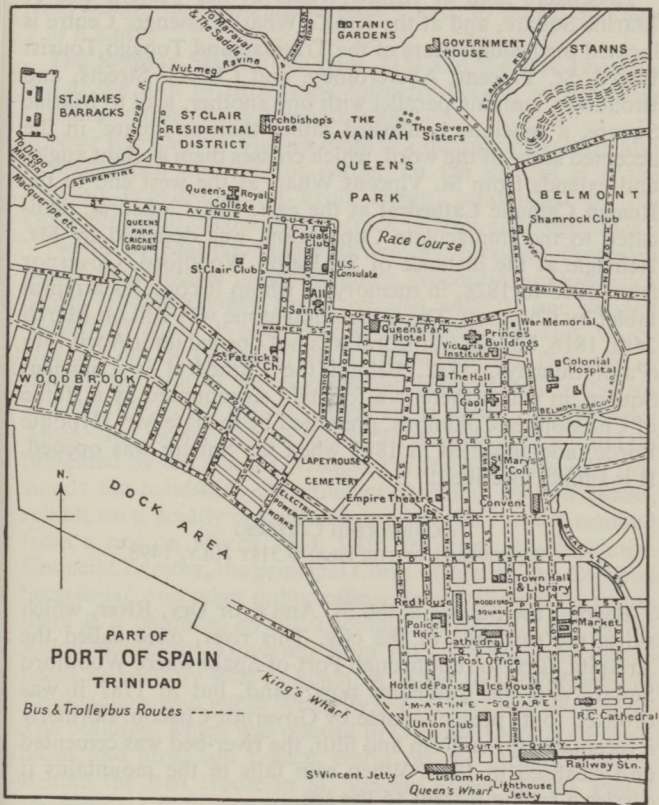
On entering the Gulf one sights a lonely island to the south-east. That is Patos, or Goose Island, which was ceded to Venezuela in 1942.

After negotiating the Bocas, steamers turn east and coast along the north-west promontory of Trinidad, which is now occupied by the United States as a naval base, including Chaguaramas Bay. Opposite Monos is Teteron Bay, and in Boca de Monos is a rugged rock, rising sheer out of the water, round which a legend is woven. Madame Teteron, the owner of the adjoining property, is said to have made a wager with the Spirit of Evil. She lost, and, as she laughed derisively, her sole remaining tooth was projected into the Boca, where, in the form of this rock, known to-day as '**Madame Teteron's Tooth**', it still remains.

The next bay to the east is that of Chaguaramas (U.S. Base), the scene of the destruction of Admiral Apodaca's ships in 1797 (*see* page 114), off which stands the island of Gasparee, or Gaspar Grande. Nearer the mainland is the small uninhabited island of Gasparillo. The wooded island of Cronstadt is next passed, and then Carrera, the local convict station. The scenery now gains in breadth and grandeur. Noble valleys open themselves up, showing a wealth of coco-nut and cacao cultivation. The steamer next passes a miniature archipelago once known to the Spaniards as Los Catorras (the parrots), and now called collectively the **Five Islands**, comprising Caledonia, Craig, Lenegan, Nelson, and Pelican. Up on the mountain-side is the rugged Fort George, now a signal station (*see* page 128), and Port-of-Spain spread out on a plain at the foot of lofty mountains comes into view.

Port-of-Spain, capital of Trinidad since 1783, occupies the site of the old Indian village of Conquerabia. It is one of the cleanest and most sanitary towns in the West Indies. The wharves are on land reclaimed from the Gulf, and the Harbour Police occupy an old fort which in Governor Chacon's time stood on a small island connected with the mainland by

TRINIDAD



a stone pier. The harbour-master's office is at the end of St. Vincent jetty.

Passengers land at King's Wharf at the western end of Marine Square, and at the King's Wharf Passenger Centre is located the headquarters of the Trinidad and Tobago Tourist Board. St. Vincent, Abercromby, and Chacon Streets, and Broadway, running parallel with one another, lead to **Marine Square**, a spacious boulevard rather than a 'square' in the accepted sense of the word, which crosses them at right angles and extends from St. Vincent Wharf at the west end to the **Roman Catholic Cathedral** at the east. The Cathedral, dedicated to the Immaculate Conception, was designed by Mr. Reinagle at the instance of Sir Ralph Woodford, Governor from 1813 to 1828, in memory of whom it contains a mural tablet by Chantrey. The foundation-stone was laid on March 26th, 1816, but the Cathedral was not opened until April 15th (Palm Sunday), 1832. Behind the Cathedral is **Columbus Square**, in which there is a fountain surmounted by a statue of Christopher Columbus, presented by the late Mr. Hypolite Borde, and unveiled in 1881 when the Square was opened. It is simply inscribed:

CRISTOFERO COLOMBO

DISCOVERER OF THE ISLAND 31ST JULY, 1498

Beyond the Square is the St. Ann's, or **Dry, River**, which skirts the east side of the city. This river, once called the Ariapita, used to run through Port-of-Spain where Woodford Square and the Cathedral now stand, but in 1787 it was diverted to its present course by Governor Chacon. Formerly a receptacle for rubbish and filth, the river-bed was cemented and cleansed in 1932. When rain falls in the mountains it carries a raging torrent to the sea.

Barclays Bank and the **Royal Bank of Canada** are on the south side of Marine Square at the corners of Chacon Street and Broadway respectively, while the **Canadian Bank of Commerce** is on the north, on the west side of Abercromby Square. On the south side of Marine Square is the **Union Club**. The new **Treasury Building** in Marine Street, in which

the **General Post Office** is housed, was opened in 1938. The General Post Office (entrance in St. Vincent Street), is open from 7 a.m. to 5 p.m.; Saturdays 7 a.m. to noon; Sundays 7 to 8 a.m.

The **Railway Station** (see page 115) and the **Bus Terminus** are at the foot of Broadway, formerly known by the more romantic name of the Almond Walk.

Near the Railway Station there is a quarantine station and well-equipped abattoir for cattle. To the east of it is the Ground Provisions and Fruit Depot, established by the Government to encourage the trade in fruit and vegetables.

North of Marine Square Broadway becomes **Frederick Street**, the principal shopping centre. Proceeding up Frederick Street, or **Abercromby Street** parallel with it, one reaches Woodford (until World War I, Brunswick Square), which was laid out by Governor Sir Ralph Woodford. It is said to occupy the site of an engagement between two tribes of Indians, for which reason it used to be called the Place des Ames—the 'Square of the Souls'. In the centre is a fountain presented by the late Mr. Gregor Turnbull. On the west side stands the handsome Government Building, or **Red House**, rebuilt on a greatly enlarged scale after a fire which resulted from a riot on March 23rd, 1903. In it are the Legislative Council Chamber, the principal Court of Justice, the Colonial Secretariat, and other public offices. In the Council Chamber there is a painting, by Sir Thomas Lawrence, R.A., of Sir Ralph Woodford, Governor from 1813 to 1828, who did so much to beautify Port-of-Spain. A tablet to the memory of Trinidadians who fell in World War I should also be noticed. The building, which was opened in October 1906, is commodious and airy, and reflects credit on the local workmen. Behind the Red House in St. Vincent Street are the **Police Barracks**, an Italian Gothic building. On the north side of the square is the **Public Library**, which was opened in 1851. The **Town Hall** was destroyed by fire in 1948, but plans are now being made for rebuilding it on the same site. The original structure was an interesting example of old Spanish colonial architecture. It contained oil paintings of Sir Ralph Abercromby (see page 114) and the following Governors: Sir

Thomas Picton (1797–1803), who fell at Waterloo; Sir Thomas Hislop (1803–11); Lieutenant-Colonel A. W. Young (1820–21), and Lord Harris (1846–54). All were lost. The Prince's Building at present houses the temporary Town Hall.

On the south side of Woodford Square is **Holy Trinity Cathedral**, erected during the governorship of Sir Ralph Woodford from the designs of Mr. Philip Reinagle, a son of the artist. The foundation-stone was laid on May 30th, 1816, and the building was consecrated on Trinity Sunday, May 25th, 1823. A monument by Chantrey to Sir Ralph, who did for Port-of-Spain in the matter of improvements what Haussman did for Paris, is in the south aisle.

Sir Ralph Woodford of Carleby in Lincolnshire, second baronet, died at sea on board H.M. packet *Duke of York* when returning to England.

The high altar and choir stalls of carved mahogany and cedar are excellent examples of West Indian workmanship. The marble reredos was erected by public subscription as a memorial to Bishop Hayes (1889–1904) and was dedicated in 1911. A chiming apparatus, the gift of Bishop Rawle, is attached to the peal of eight bells.

On the east side of the Square is **Greyfriars Presbyterian Church**, founded in 1836, and enlarged in 1877.

Farther up Frederick Street, and between it and Pembroke Street, is **St. Mary's College**, established in 1863 by the Fathers of the Congregation of the Holy Ghost, and on the opposite side of Pembroke Street are **St. Joseph's Convent** and school, conducted by the nuns of St. Joseph of Cluny. Both are affiliated to Queen's Royal College. On Oxford Street, the next turning to the left off Frederick Street, and between Pembroke and Abercromby Streets, is **Harris Square**, in the centre of which is a statue of Lord Harris, Governor from 1846 to 1854. Farther up Frederick Street the Royal Gaol, the Government Laboratory, and the Royal Victoria Institute are on the left. The first turning to the right (Gordon Street), beyond the gaol, leads to Charlotte Street, off which is the **Colonial Hospital**, a handsome block of buildings in spacious grounds, a feature of which is a group of tall palmists.

The **Royal Victoria Institute**, which was destroyed by fire

in 1920 and rebuilt two years later, was originally erected to commemorate Queen Victoria's Jubilee and was opened in 1892. It was enlarged in 1901 by the addition of a wing as a memorial to Queen Victoria, and again in 1913 by one to King Edward, which was opened by his cousin Princess Marie Louise, who at the same time announced that King George V had consented to the Institute's receiving the designation 'Royal'. It contains lecture rooms, reading and recreation rooms, and an entertainment hall. Formerly managed by a committee, it passed under the control of the Government in 1929.

In front of the Institute is an anchor, recovered from the sands of Icacos in 1877 and said to have belonged to one of Columbus's vessels. This anchor, which was declared to be authentic by the antiquarian M. de Beaurepaire, was presented to the Institute by Mr. François Agostini. It was exhibited at Paris in 1878, at Caen and Madrid in 1892, and in 1893 at Chicago (where its authenticity was confirmed by the award of a Gold Medal). It was also shown at the British Empire Exhibition of 1924 and 1925 in the tropical garden adjoining the West Indian Pavilion.

Beyond the Institute on the right, in what used to be called the Holy Name Savannah, but is now the **Memorial Park**, is the memorial to men from Trinidad and Tobago who fell in World Wars I and II. A shaft of Portland stone rising from the centre of a flight of steps is surmounted by a winged figure of Victory, executed in bronze. At the base of the shaft is a soldier in Service uniform protecting a wounded comrade. On either side prows of ships jut out, with figures emblematic of Fame and Immortality on them. At the rear of the base is a group of trophies massed together and surmounted by the arms of the colony and the Royal Crown. The names of those who died are inscribed on bronze plaques. The memorial, designed by Mr. L. F. Roslyn, was unveiled by the Governor with full military ceremonial on June 24th, 1924.

Frederick Street at this point reaches the **Savannah**, or Queen's Park, a fine open space of about 199 acres in extent, on which cricket, football, and other games are played, and race meetings are held periodically. The Savannah was laid

out by Sir Ralph Woodford on land purchased by the Ayuntamiento or Cabildo, the old Spanish municipality, which had bought the greater part of it from the Peschier family, and the southern portion with the small Savannah from Don Domingo Dert. It is now the hub of Port-of-Spain and the fashionable residential quarter of the capital. Buses run round the Savannah (affording a pleasant evening drive), and it is surrounded by an asphalt path popularly known as the Pitch Walk. Here in the day-time you may hear the yellow-breasted and brown-winged 'Qu'est-ce-qu'il-dit?' birds asking their eternal question, and after nightfall you may see the air aglow with fire-flies. The Savannah has few trees except round the edge, but a group of tall cabbage palms, or palmistes, known as the 'seven sisters' (though they now number only three), is conspicuous on the far side. Just inside the race-course is the old Peschier cemetery.

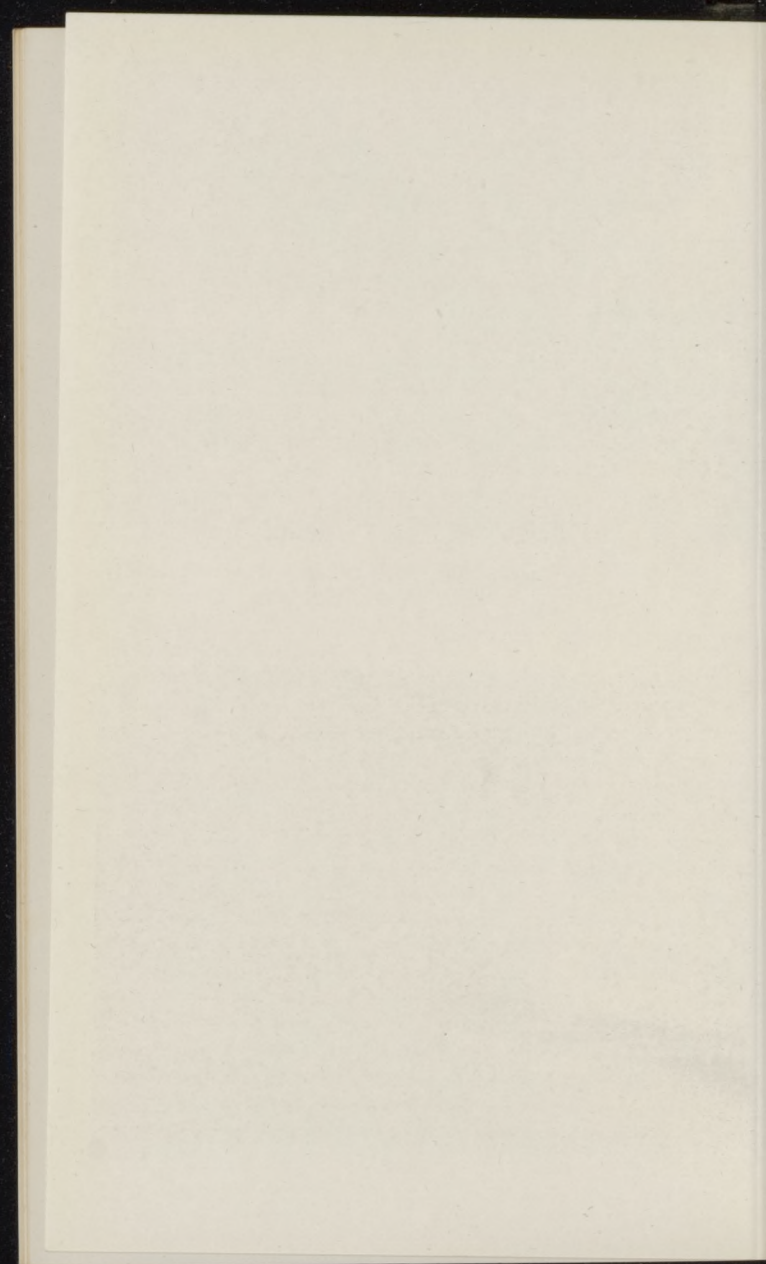
On the south side of the Savannah to the north-west of the Victoria Institute is **Prince's Building**, erected in 1861 for the reception of Prince Alfred, afterwards the Duke of Edinburgh, whose visit did not, however, materialise; it was for some time used as temporary premises of Queen's Royal College, and after the disaster of 1903 (*see* page 121) as Government Offices. It is now devoted to meetings, theatricals and entertainments, and in 1920, it was the scene of a brilliant ball in honour of the Prince of Wales, afterwards King Edward VIII, and now Duke of Windsor. A few blocks farther west is the **Queen's Park Hotel**, whose front rooms command a superb view of the Savannah and mountains beyond. On the west side is **All Saints' Church**, the **Casuals** (formerly Savannah) **Club**, Queen's Royal College, and a row of mansions, including Hayes Court, the residence of the Bishop, and the Archbishop of Port-of-Spain's Palace, which might appropriately be called Trinidad's Park Lane. **Queen's Royal College**, a handsome building, designed and built by the Public Works Department, was opened on March 24th, 1904, by the then Governor, Sir Alfred Moloney. Founded in 1850 as the Queen's Collegiate School, under the Government Department for higher education in the colony, its sphere of influence was extended in 1870, when it was first called Queen's Royal



THE MAIN SHOPPING CENTRE, PORT-OF-SPAIN

REFRESHMENT STALL, TRINIDAD





College by permission of Queen Victoria. The clock with Westminster chimes in the tower was presented by the late Mr. W. Gordon Gordon, a prominent citizen, to commemorate the reign of King Edward VII. The British Council occupies Whitehall on the west side of Queen's Park, Savannah.

Near the bus terminus at Maraval corner **Lady Chancellor Road**, so named after the wife of Sir John Chancellor, Governor from 1916 to 1921, in which years it was made by prison labour, runs to the heights of St. Ann's for a distance of about two miles, affording splendid panoramic views of Port-of-Spain, the Gulf of Paria, and away over the Caroni swamp to San Fernando Hill (left).

Government House at the foot of the hills at St. Ann's on the north side of the Savannah, which it overlooks, is a substantial building of limestone, erected between 1873 (when the foundation-stone was laid by the then Governor, Mr. James Robert Longden) and 1875, on the Indian model, from designs by Mr. Ferguson, at a cost of £45,000. It stands in the famous **Botanic Gardens**, so well described by Charles Kingsley in *At Last*. The gardens were established under the direction of Mr. David Lockhart in 1820, and enriched by plants from the historic St. Vincent Garden (*see* page 186) three years later. When Kingsley visited Trinidad in 1869 the old Government House had been destroyed, and the Governor, Sir Arthur Gordon (afterwards first Lord Stanmore), with whom he stayed, lived in a cottage nearby. The Botanic Gardens Pavilion is operated by the Trinidad and Tobago Tourist Board. It is open daily from 10 a.m. till 6 p.m., and serves delicious teas.

The Gardens were formerly the sole domain under the charge of the Botanic Department, now merged in the Department of Agriculture. But as they proved too small for the double purpose of massing a collection of tropical plants and carrying out experimental work, the adjacent St. Clair Experiment Station was added in 1898. The experimental work has since been transferred to River Estate, St. Augustine, and the Cocoa Propagation Station at Santa Cruz.

The building near the main entrance of St. Clair Station is

the Head Office of the Department of Agriculture, which has developed by degrees from the Botanic Gardens. To botanists the Herbarium, dating from about 1840, with its very complete collection of the plants of the colony, should be of interest.

The station contains extensive plant nurseries, from which thousands of economic plants are supplied annually to planters and peasants at cheap rates.

The Botanic Gardens, set free from utilitarian purposes, are being developed with more regard to ornamental effect than was possible in their former crowded condition. Amongst the more noteworthy objects of interest to the visitor with a short time at his disposal are: the front lawns near the bandstand with their beds of decorative tropical plants; the adjacent fernery; the collection of palms, including not only native species but also introductions such as the oil palm of West Africa (*Elæis guineensis*), the talipot of Ceylon (*Corypha umbraculifera*), the date palms and other species of *Phoenix*; the graceful bamboos; the curious screw pines (*Pandanus* spp.) supported on their stilt roots; and the native cannon-ball tree (*Couroupita guianensis*). Masses of colour are provided in season by the Flamboyant tree (*Poinciana regia*), the Queen of Flowers (*Lagerstræmia flosreginæ*), the wonderful Burmese *Amherstia nobilis*, the tree Cassias, such climbers as the gorgeous bougainvillæas, the Shower of Gold (*Bignonia*), and the beautiful white and gold *Camænsia maxima* near the Fern Houses.

Amongst the shrubs, the crotons, hibiscus and poinsettias cannot fail to delight the visitor from temperate regions. Scattered about the gardens are numerous examples of the umbrella-shaped saman or rain-tree (*Pithecolobium saman*), the finest example being one on the west side of Government House. The branches of this noble tree support countless epiphytes, those curious plants which live on air. The Nutmeg Ravine is a delightfully shady walk, along which are to be seen specimens of the Panama hat plant (*Carludovica palmata*) and the vegetable ivory palm (*Phytelephas macrocarpa*). By the far end of the Nutmeg Ravine is a fine collection of palms, mostly native, and the fern and orchid houses, surrounded by

more beds of ornamental plants. Amongst other trees worthy of note are the handsome *Colvillea racemosa* and the Indian laburnum (*Cassia fistula*), planted by Prince Albert, afterwards King George VI, and Princess Marie Louise during their visits in 1913. In the midst of this pleasance is an old burial ground in which are the graves of two Governors, Sir George Hill (d. 1839) and his wife, and Sir Frederick Barlee (d. 1884). At the back of the Gardens several pleasant walks can be taken, and visitors should not omit to ascend the hill to the 'Look-out' or Folly, a shelter at an elevation of about 300 feet, which affords a fine panoramic view over Port-of-Spain, the Gulf, and across the Caroni swamp to San Fernando Hill, a conspicuous object in the distance to the left.

The Police Band plays in the Gardens on Wednesdays and Sundays from 5 p.m. to dusk, and once a month on Wednesday nearest full moon at 8.15 p.m.

To the east of Government House, under the hills of Belmont, opens the **St. Ann's Valley**, down which the Dry River descends (see page 120). The buses run up the valley for some distance.

On the east side of the Savannah, in a row of pretty villas, is the **Overseas Forces Club**, opened in 1922, next to the **Shamrock Club**. The **Boy Scouts' Headquarters** is in St. Ann's.

Perched upon the Laventille Hills to the east of the city is a chapel dedicated to **Our Lady of Fatima**, commanding an extensive view of the Gulf. This can be reached by motor-car all the way, either from Port-of-Spain along the Laventille Road or from the Eastern Main Road along Picton Road. The circular road is very enjoyable.

Among the shorter drives from Port-of-Spain was one along the Western Main Road to the area now occupied by the United States Naval Base, where it stops at present. This route lies through the residential district of St. Clair, or through the suburb of Woodbrook (formerly a sugar estate owned by W. F. Burnley & Co., of Glasgow) to St. James's Barracks and the busy suburb of St. James. Any scenic loss on this route is more than compensated for by the grandeur of the new North Coast Road.

The Barracks, where the white troops were quartered until the garrison was withdrawn, are approached by a noble avenue of Saman trees (*Pithecolobium saman*). The Barracks are now the headquarters of the local forces, which include a troop of Light Horse and two battalions of Light Infantry.

Fort George, about $1\frac{1}{2}$ miles to the north of Peru, and 1,120 feet above the sea-level, commands a splendid view of Port-of-Spain, the Gulf, and Venezuela beyond. Now a signal station, it was built in 1805 by Governor Sir Thomas Hislop. It proved the ruin of a wealthy merchant named George Dickson, who, before he was acquitted, spent a fortune of £80,000 in defending himself against charges of committing irregularities in connection with the supply of materials for it. It was to this fort that the merchants of Port-of-Spain took their books and valuables when the English Fleet was mistaken for that of Villeneuve, which Nelson was pursuing in 1805, immediately before the battle of Trafalgar.

One of the most enjoyable of the shorter drives from Port-of-Spain is over **The Saddle**, the pass between the Maraval and the Santa Cruz valleys, and back by the Eastern Main Road, or the other way about (18 miles).

The road starts from the north-west corner of the Savannah, and entering the Maraval valley passes the **Maraval Reservoirs** (2 miles), which, with the Diego Martin waterworks, the St. Clair Pumping Station, and the Cocorite Wells, provide Port-of-Spain with its water supply. Scrupulously clean, and surrounded by graceful bamboos, crotons, and ferns, they are very picturesque.

Beyond the reservoirs the road skirts the river and reaches the village of **Maraval** ($\frac{3}{4}$ mile), with its picturesque old church on the hill on the right. After crossing the river twice beyond the village, the road bears to the right and ascends by steeper gradients through part of Mocha cacao estate to **The Saddle** ($1\frac{1}{2}$ miles), where it passes through a narrow defile cut through the rock, on emerging from which one obtains an expansive view over the fertile valley of Santa Cruz. The road then descends steeply at first through extensive grape-fruit orchards and some famous old cacao plantations to the pretty riverside village of **Santa Cruz** (2 miles), and past many pleasant villas

nestling among the trees, through the outskirts of San Juan (5 miles) to the Eastern Main Road (*see* page 131).

Another pleasant drive through more mountainous scenery is afforded by the **Morne Coco** road, which leaves Maraval village (*see* above) near the church and runs in a westerly direction to Petite Valley (3 miles), where it joins one of the roads to Diego Martin (*see* below). The circular drive to Port-of-Spain and back by this route is $10\frac{1}{2}$ miles.

The **Long Circular Road** branching off from the Maraval road at a point about $\frac{3}{4}$ mile from the Savannah passes the Trinidad Country Club, which occupies Champs-Élysées, the former home of the Boissière family. This road forms an alternative route to St. James's Barracks (*see* page 127).

The route to the famous **Blue Basin** and its waterfall lies through St. Clair or Woodbrook to Four Roads and thence to the north up the Diego Martin Valley, which can also be reached by the Morne Coco road (*see* above). The road from Four Roads passes the Boys' Reformatory.

At one part the **Diego Martin Valley** opens out into a flat plain, formerly under sugar-cane but now largely devoted to the cultivation of vegetables. About a mile from the Blue Basin is the Diego Martin Waterworks, opened in 1907. **River Estate** ($7\frac{1}{2}$ miles from Port-of-Spain), at one time the property of Sir James Lamont, who sold it in 1871, was acquired by the Government in 1897 in order to protect sources of water supply. The lower portion is now cultivated as a cacao estate in the charge of the Department of Agriculture. Bordering the roads and paths through the property are hibiscus hedges aggregating nearly 16 miles in length. The estate occupies a natural amphitheatre of timber-covered hills with an opening to the south.

On the ridge to the north is **North Post** signal and wireless station, a walk of 25 minutes from the foot of the hill, where cars can be left. It affords some striking views of the north coast from a cleft in the mountains and from the summit. The exquisite little island off the surf-beaten coast is Saut d'Eau and the bay over which it stands sentinel rejoices in the peculiar name of Mal d'estomac ('Stomach-ache') Bay!

Visitors to the **Blue Basin** leave their motor-cars at the head

of the Diego Martin Valley and proceed on foot up a winding mountain path for about half a mile. The basin is a small lake, forty or fifty yards in diameter, into which a waterfall precipitates itself in a slanting direction from the midst of dense tropical foliage. As a scenic drive, the North Coast Road now takes precedence over every other route in the island. Most of the story is imprinted on two bronze plates set in stone columns at the beginning of the road, which read as follows:

'NORTH COAST ROAD: 1936—First survey by Trinidad Public Works Department. 1937—Excavation begun but later suspended. 1942—Agreement reached in Washington between the Governor of the Colony, Sir Bede Clifford, and the United States authorities for the construction of the road by the United States Navy in exchange for the inclusion of the Tucker Valley Road in the United States Naval Base. 1943—Original survey modified in places and construction commenced. 1944—Road completed. The credit for this remarkable engineering work is due to the officers & men of the construction battalions of the United States Navy and to the skilled workmen and labourers of Trinidad & Tobago who assisted them.'

'NORTH COAST ROAD, a symbol of BRITISH-AMERICAN co-operation in Trinidad, was opened on April 5th, 1944, by His Excellency The Hon. Sir Bede Clifford, K.C.M.G., C.B., M.V.O., Governor of Trinidad & Tobago, having been formally handed over to the Colony by Rear-Admiral A. C. Robinson, U.S. Navy, Commandant, United States Naval Operating Base.'

The North Coast Road starts from the summit of the Saddle Road, 5 miles from Port-of-Spain, at 500 feet above sea-level, and runs for $7\frac{1}{2}$ miles over the Northern Range, reaching 1,135 feet above sea-level, and down to Maracas Bay on the north coast. Its overall width is 24 feet, with a 14-foot paved strip. The grade nowhere exceeds 1 in 10. Forty minutes is about average motoring time from Port-of-Spain to Maracas Bay. The road was literally 'cut out of the mountain-side' and from end to end there is no 'fill'. Excavation totalled 1,320,000 cubic yards, most of which was rock. The cost is given as one million dollars. Much of the road passes through virgin forest. In some places it is merely

a ledge between jungle-covered cliffs above and below. The luxuriance of the vegetation is as striking as the views over the Caribbean, a thousand feet below, or landwards over La Pastora settlement, or over Maraval Valley towards Port-of-Spain and the Gulf of Paria.

The Main, or Royal, Road running east out of Port-of-Spain skirts the railway as far as St. Joseph (7 miles), where it becomes two; one, the **Eastern Main Road**, crossing the island through Arima and Sangre Grande to the east coast, and the other, the Southern Main Road, proceeding south to San Fernando. After crossing the Dry River (*see* page 120) the Main Road skirts the Laventille swamp, part of which has been filled in by prison labour, and the larger Caroni swamp to the south of it. At a short distance from the Dry River bridge is the Co-operative fruit-grading and packing-house (left). The principal intersection, however, is where the Churchill-Roosevelt Highway leaves the Eastern Main Road 2 miles from Port-of-Spain; and 3 miles along the Churchill-Roosevelt Highway, which leads towards the Airport at Piarco, the new Southern Trunk Road branches to the right. Four miles from Port-of-Spain the Eastern Main Road passes the outskirts of **San Juan** (*see* page 129).

The sleepy little town of **St. Joseph** (3 miles), the former capital of the island, was founded in 1577 and named after Don José de Oruña, a former Governor. The settlement was plundered in 1595 by Sir Walter Raleigh, who put the garrison to the sword and treated the Governor, Don Antonio Berrio, with great severity, subsequently justifying his action on the grounds that if he had left the garrison behind his back he would have 'savoured very much of the ass'. The Roman Catholic Church, the foundation-stone of which was laid by Sir Ralph Woodford in 1815, has some good stained-glass windows. The earliest tomb in the churchyard is the curious one of Doña Ysabel Fermin y Pardo de Villegas and her heirs, dated Año 1682.

St. Joseph was the scene of a mutiny on June 17th, 1837, of recruits of the West India Regiment under Donald Stewart or Dâaga, who, with other mutineers, was shot where the convent now stands. The barracks were on the Savannah beyond

the church, the main buildings on the left of the road, and the parade ground on the right. Dâaga, who was the adopted son of a West African King, was captured by some Portuguese by treachery while he was transferring to them some slaves whom he had taken during a predatory expedition. The vessel in which he was confined fell into the hands of the British, and he and other captured Africans were induced to enlist in the West India Regiment. Dâaga, who nurtured in his heart a very deep hatred of all white people, persuaded the recruits to rise. About forty lives were lost, and the bloodshed would have been far greater had the recruits been more skilled in the use of firearms. Many deeds of valour were performed, not the least of which was the ride of Adjutant Bently from the Officers' Quarters to the Barracks under a rain of bullets. Happily, the mutiny was suppressed and after a court martial Donald Stewart, Maurice Ogston, and Edward Coffin, the three ringleaders, were executed in front of the barracks.

The mutineers marched abreast. The tall form and horrid looks of Dâaga were almost appalling. The looks of Ogston were sullen, calm, and determined; those of Coffin seemed to indicate resignation.

At eight o'clock they arrived at the spot where three graves were dug; here their coffins were deposited. The condemned men were made to face to westward. Three sides of a hollow square were formed, flanked on one side by a detachment of the 89th Regiment [now the 1st Battalion of the Royal Irish Rifles] and a party of artillery, while the recruits (many of whom shared the guilt of the culprits) were appropriately placed in the line opposite them. The firing-party were a little in advance of the recruits.

The sentence of the Courts Martial and other necessary documents having been read by the Fort Adjutant, Meehan, the chaplain of the forces, read some prayers appropriated for these melancholy occasions. The clergyman then shook hands with the three men about to be sent into another state of existence. Dâaga and Ogston coolly gave their hands; Coffin wrung the chaplain's hand affectionately, saying, in tolerable English, 'I am now done with the world'.

The arms of the condemned men, as has been before stated, were bound, but in such a manner as to allow them to bring their hands to their heads. Their night-caps were drawn over their eyes. Coffin allowed his to remain, but Ogston and Dâaga pushed theirs up again. The former did this calmly: the latter showed great wrath,

seeming to think himself insulted, and his deep metallic voice sounded in anger above that of the Provost Marshal, as the latter gave the words 'Ready! Present!' But at this instant his vociferous daring forsook him. As the men levelled their muskets at him, with inconceivable rapidity he sprang bodily round, still preserving his squatting posture, and received the fire from behind; while the less noisy, but more brave, Ogston, looked the firing-party full in the face as they discharged their fatal volley.

In one instant all three fell dead, almost all the balls of the firing-party having taken effect. The savage appearance and manner of Dâaga excited awe, admiration was felt for the calm bravery of Ogston, while Edward Coffin's fate excited commiseration.—*History of Trinidad*, by E. L. Joseph, 1837.

To the south of St. Joseph are the **Government Stock Farm** at 'Valsayn' and **St. Augustine Estate**. The latter, formerly under sugar, was purchased by the Government in 1900 and used as an Experimental Station, some of it now forming part of the area attached to the Imperial College of Tropical Agriculture. It was in the drawing-room of the former residence, 'Valsayn', that Don José Maria Chacon, the Spanish Governor, signed the treaty of capitulation in 1797. Sir Ralph Abercromby and Admiral Harvey were the English signatories, and the Mayor, Don José Mazan, was present. It was through the orchard that Sir Walter Raleigh and his men approached St. Joseph when they burnt the town in 1595. The Stock Farm, now 350 acres in extent, was originally started in 1879 at St. Clair, and was removed to its present site in 1901. Some fine Zebu cattle can be seen. The royal palm near the manager's office was one of two planted by Prince Albert Victor and Prince George (afterwards King George V) when they visited Trinidad in the *Bacchante* in 1880.

On the pasture in the fork formed by the two branches of the railway are the buildings of the **Imperial College of Tropical Agriculture**, which was established in 1921 as the outcome of the recommendations of the Tropical Agricultural College Committee appointed by Viscount Milner in 1919. It affords post-graduate courses for officers selected to fill appointments in the Colonial Agricultural Service and others, diploma

courses in West Indian Agriculture, and also refresher courses for officers in Colonial Agricultural Departments. The buildings stand on a park-like savannah, 85 acres in extent, presented to the college by the Government of Trinidad. The planters of the island contributed £50,000 towards the building fund. Maintenance is provided for by contributions from the Imperial Government, and from various Dominions and Colonies and tropical industries. The Imperial Department of Agriculture, founded in 1898, was amalgamated with the college on April 1st, 1922. The main building, designed by Major H. C. Corlette, was opened on February 23rd, 1926, by the then Governor, Sir Horace Byatt, whose predecessor, Brigadier-General Sir Samuel Wilson, laid the foundation-stone on January 14th, 1924. Educational and research work was begun in the old building (north-west of the new), which was opened on October 16th, 1922, and is still used. To the south of it is the Chemistry building. To the north-west are the Instructional Sugar Factory, the Low Temperature Research Station, and the Power House. The Sugar Factory, designed by the late Mr. C. T. Berthon and opened on February 28th, 1925, is equipped with machinery presented by British sugar machinery firms and valued at £20,000. The Milner hostel, so named after Viscount Milner, and dining-hall lie to the east and south-east of the main building. The clock, presented by the West Indian and Atlantic Group Committee, was in the cupola of the West Indian pavilion at the British Empire Exhibition in 1924 and 1925. The Principal's residence and several staff houses lie farther to the south. The former was the old great-house of St. Augustine estate.

Recently (1951), Silver Jubilee celebrations were held to mark the granting of the Royal Charter to the College, and to enable visitors and those interested in the research work being undertaken to see the expansion which has taken place, notably with assistance under the Colonial Development and Welfare Act. A new farm of some 300 acres of land situated near the college has been secured from the Trinidad Government and suitably equipped for teaching and research. Further reference to these developments will be found in Chapter XIX dealing with 'Some West Indian Industries'.

Another industrially important research institution is the Colonial Microbiological Research Institute, located at St. Clair, Port-of-Spain. Opened in 1948, it operates under the ægis of the Colonial Products Research Council, London. A highly qualified staff carries out investigations on industrial processes, and a well-equipped pilot plant facilitates commercial tests. Like the Imperial College of Tropical Agriculture, its work is of great value to all colonial territories.

On **Mount St. Benedict** (800 feet), about a mile and a half beyond St. Joseph, is a Benedictine Monastery elevated to the status of an abbey in 1947. The monks welcome visitors to their spacious guest-house, and their charges are very reasonable. One can enjoy a delicious tea which includes home-made bread and Pax honey, and at the same time admire the view from this elevation.

From St. Joseph the **Maracas Fall** ($7\frac{1}{2}$ miles) can be reached by a road which ascends the Maracas Valley in the direction of El Tucuche. The summit of **El Tucuche** (3,705 feet), the second highest mountain in Trinidad, can be reached by way of the Maracas, Acono, and Caurita roads and thence across the Caura and up a bridle road, or up the Caura Valley by motor-car for $2\frac{1}{2}$ miles, and thence on horseback or on foot up a bridle road for 12 miles. There are also three shorter routes through private estates, permission to use which must be obtained from the owners.

Beyond St. Joseph the Eastern Main Road runs almost parallel with the railway through the villages of Tunapuna ($1\frac{1}{2}$ miles), Tacarigua ($1\frac{1}{2}$ miles), and Arouca (2 miles) to Arima (4 miles, 16 miles from Port-of-Spain).

Between Tunapuna and Tacarigua and within a short distance of the latter village a road runs up the beautiful **Caura Valley**, of which the late Lieutenant-Colonel J. H. Collens, V.D., wrote:

The luxuriant tropical vegetation, with its giant trees, gorgeous shrubs, fantastic creepers and dainty ferns lining the hill-sides—the deliciously cool and sparkling stream, now meandering gently along, then rushing down a miniature rapid, tumbling over huge boulders, and suddenly turning round corners like a harum-scarum schoolboy just let loose—all gratify and charm the senses.

Whoever can go through one of Nature's gardens, such as this, without coming out a better man than he entered, must have something radically wrong with his constitution.

Arima, originally in Spanish days one of the native Indian settlements, is an important centre of the cacao industry. On or about August 30th, the name day of Santa Rosa, its Patron Saint, it is *en fête* and a race meeting is held in honour of the occasion.

From Arima a road, very steep in parts, runs north up the Arima valley to **Verdant Vale** (4 miles), and thence to **Morne Bleu** (5 miles), from which glorious views of the Northern Range, the north coast, and Tobago can be obtained. The valley is a wonderful sight when the Bois Immortels (*see* page 139) are out. The drive can be extended over a new road to **Blanchisseuse**, on the north coast.

Beyond Arima the Eastern Main Road passes through cacao estates and well-wooded districts to **Valencia** (5½ miles), and then runs in a south-easterly direction to **Guaico** (6 miles) and **Sangre Grande** (1½ miles), the terminus of the railway. Between Valencia and Guaico the road runs at one part as straight as an arrow for 4 miles. This is known as the '**Long Stretch**'. It is fringed on either side with dense forests through which occasional tracks may be seen.

From Sangre Grande two roads reach the east coast—the famous **Bande de l'Est**, whose three great bays, those of Matura, Cocos, and Mayaro, have white sandy beaches from which delightful surf-bathing can be enjoyed. One road runs in a northerly direction through the Mora forest and the village of Matura (10 miles), beyond which it reaches the coast near Matura Point (2 miles), and, passing Salibea (1½ miles) and the sheltered **Balandra Bay** (3 miles), one of the best bathing beaches in Trinidad, follows the coast to Cumana Bay (8 miles). Crossing the neck of the north-east promontory of Trinidad, which culminates in Galera Point, it reaches **Petit Trou** (3 miles) near the north coast. There it turns sharply to the west to **Toco** (1 mile) and again skirts the coast as far as **Sans Souci** (5½ miles) and **Grande Rivière** (4 miles), affording one of the most delightful drives to be had in Trinidad.

Another road from Sangre Grande runs south-east through many cacao fields, and crossing the l'Ebranche river between Upper and Lower **Manzanilla** (8 miles) strikes the coast near the northern end of Cocos Bay. Here from Manzanilla Point to Point Radix the coast is fringed with coco-nut palms to a depth of about half a mile. This is the famous **Cocal**, which owes its origin to some coco-nuts cast ashore from a wreck having taken root and multiplied.

On this east coast the north-east trade-wind blows almost without interruption from across 3,900 miles of ocean, lashing the shallow sea into breakers for more than a mile out, and forming with the waving coco-nut trees the marvellous panorama of life, sound, and colour described by Charles Kingsley in *At Last*.

For miles the sandy beach is used as a high road. On it one may meet an occasional cart or a motor-car, and peasants riding or walking from one place to another, when the state of the tide permits. The beach is strewn with strange nuts and drift-wood brought down by the mighty Orinoco, and here one may see the quaint fish known as 'four eyes', and 'Portuguese men-o'-war' sailing placidly along with their balloon-like swimming bladders distended; and here no one need starve, since, apart from the coco-nuts from the trees fringing it, the sand below high-water mark teems with tiny shell-fish known as 'chip chip', which make excellent soup.

By crossing the ferries on the Nariva and Ortoire rivers it is possible to extend the drive to Mayaro and thence by another stretch of beach to Guayaguayare (*see* page 138). The return journey may be made by way of Rio Claro and Tabaquite.

Behind the Cocal is the great Nariva swamp. At one part this debouches into the sea as the **Doubloon River**, which owes its name to an enterprising man having undertaken to drain a lagoon at this spot for a doubloon. His offer having been accepted, he made a small channel through the sand with his stick. The water trickling through made it wider and wider until his river could only be crossed by a ferry!

The third great bay, that of Mayaro, is reached by the road through the picturesque Montserrat district and Tabaquite

(about 40 miles), where the oilfields of Trinidad Central Oilfields can be inspected, to Rio Claro, the terminus of one branch of the railway, and thence east to **Plaisance**, Mayaro (13½ miles). The Southern Main Road is followed as far as Longdenville, where the route branches left, follows the Brasso-Caparo valley, and then crosses the central range through Montserrat, one of the finest cacao districts in the island. Here in the early months of the year the hills as far as eye can see are ablaze with the glorious blossom of the Bois Immortel (*see* page 139).

At Mayaro again the sandy beach is the high road. The road, however, dips inland behind the promontory ending in Point Galeota (which was Columbus's 'Galera'), and passes through a forest of palmistes, one of the most remarkable sights in the West Indies.

We had seen in Barbados and elsewhere lofty cabbage-palms singly and in avenues and in small groups, but here was an actual forest of these noble trees. Shoulder to shoulder they stand, their immense stems as smooth and cylindrical as if they had been turned on a gigantic lathe, their summits crowned by masses of graceful leaves of immense size, but so well proportioned as to look quite light and feathery. This forest alone is worth going many miles to see.—*A Wayfarer in the West Indies.*

Guayaguayare, at the eastern end of the south coast, is another glorious beach with miles of white sand. It was the scene of the early operations of the late Major Randolph Rust, the pioneer of the Trinidad oil industry (*see* page 455). In this area are some of the oilfields of Trinidad Leaseholds, Ltd. The wells, located in clearings of the forest, can be inspected by permission and can be reached by roads constructed by the company through the Mora forest. These connect with the Government road, and by that with Rio Claro, the terminus of a branch of the railway (21 miles from the beach, of which 15 are through the company's property). Much development work has been done in this area, and in the heart of the forest is a well-appointed camp with wooden houses for the employees, and all the paraphernalia of a modern oilfield.

The **Southern Trunk Road** branches off to the right just

beyond St. Joseph. Running south it crosses the Caroni River (10 miles from Port-of-Spain) and passes (left) the **Caroni Sugar Estate**. The road then runs through the villages of Cunupia ($4\frac{1}{2}$ miles) and Chaguanas ($1\frac{3}{4}$ miles) to Couva (10 miles), near which are the sugar factories of Brechin Castle and Waterloo.

The mountainous **Montserrat** district can be entered from Couva or Claxton Bay ($2\frac{1}{4}$ miles). The scenery here, at all times beautiful, is enhanced in the early months of the year by the Bois Immortel (*Erythrina umbrosa*), a tall tree planted to provide shade for the cacao trees and consequently named by the Spaniards 'madre de cacao'. Between January and March the Immortels shed their leaves and are ablaze with brick-red flowers. In the little church of Notre Dame de Montserrat at **Tortuga** (6 miles from Claxton Bay) a Black Virgin is an object of veneration. It is a small wooden figure of the Madonna which a Mr. Joaquim Colomer brought over from Spain many years ago. Though her features are not those of a Negress, her hands and face are quite black. There is another Black Virgin at Siparia (*see* page 141).

To return to the **Southern Trunk Road**. By the roadside at Claxton Bay are the great tanks of the Trinidad Central Oil-fields to which oil is conveyed through pipe-lines from the oilfields at Tabaquite and elsewhere. The road now crosses the neck of the hilly promontory of **Pointe-à-Pierre** (3 miles; 36 miles from Port-of-Spain by road, 35 miles by rail), on which a town has sprung up in recent years as the result of the activities of Trinidad Leaseholds, Ltd., the foremost oil company in the island. Here the company's Regent Petrol, so well known in Great Britain, is produced. The refineries, cracking plants, tanks, laboratories, etc., are the last word in modernity. The staff houses and bungalows are all screened to keep out mosquitoes. There is a club-house with tennis courts for the employees and a hospital for use in emergency. About $1\frac{1}{2}$ miles from the shore is an island jetty connected with the land by a number of pipe-lines. Here ocean-going vessels are bunkered. Fuel oil is also supplied to ships at the anchorage at Port-of-Spain by motor lighters. In 1808 it was proposed to transfer the capital of Trinidad to Pointe-à-Pierre on account

of the convenient situation of the promontory and the deep water round it, but the proposal never materialised.

Beyond Marabella (3 miles; junction for the railway line to Princes' Town), where there are manjak mines, there is an interesting thermal spring near the San Fernando water-works: but it is not exploited.

San Fernando, the second town of the island (40 miles from Port-of-Spain by road; 35 miles by rail), was founded by Chacon in 1786 and named after the son of Carlos IV of Spain, who afterwards became Ferdinand VII. It was incorporated in 1846. The town is situated on the slopes of a hill of cretaceous formation, which stands out by itself near the sea in the undulating Naparima district, the principal sugar-growing part of the island. The business quarter is at the foot of the hill straggling down to the harbour, whilst the principal residences are perched amid the foliage on the hill-side. On the Harris Promenade (so called after Lord Harris, Governor from 1846 to 1854) are the Carnegie Free Library, the Anglican, Roman Catholic, Wesleyan, and Presbyterian churches, the Police Barracks, the Court House, the Town Hall, and the Hospital. San Fernando is the headquarters of the Canadian Mission which controls the Naparima College, the Training College for Teachers, the Presbyterian Theological College, and the High School for Girls.

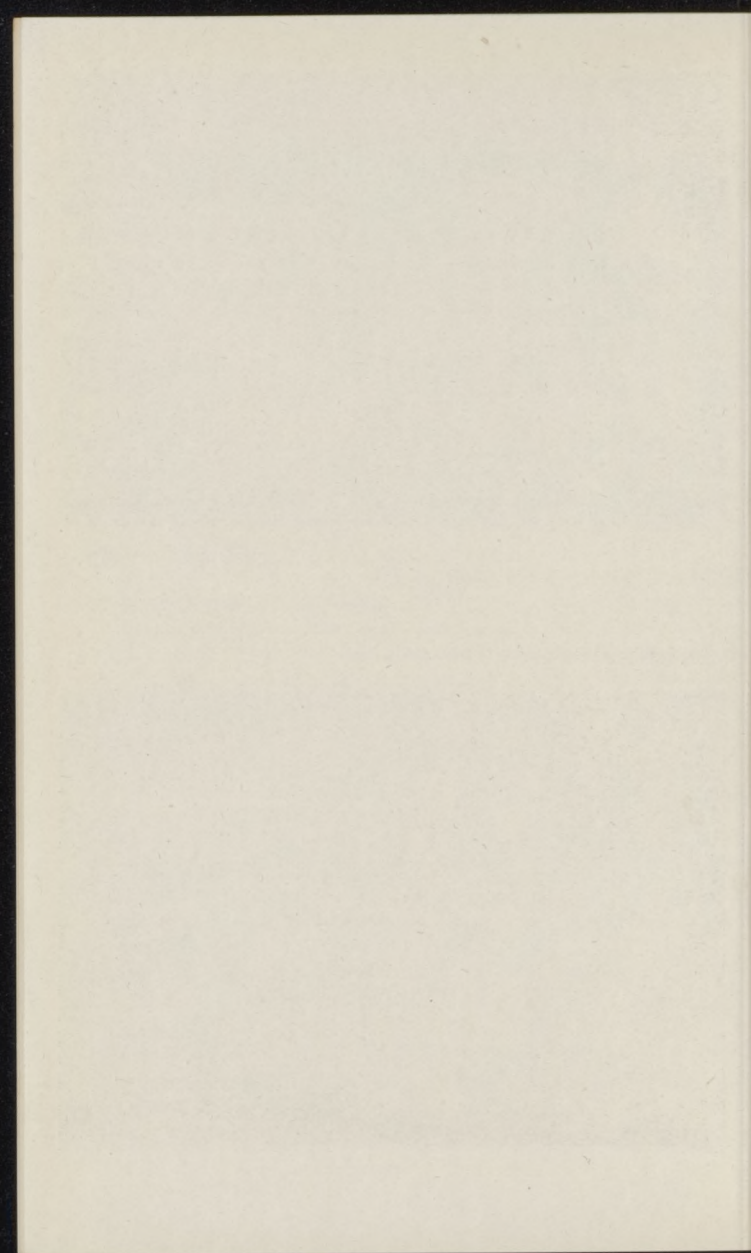
From San Fernando several **Sugar Estates** may be visited, including the outstandingly capacious Usine Ste. Madeleine of the Ste. Madeleine Sugar Company, Ltd. This Usine Ste. Madeleine, which outwardly resembles a great railway station, was the first central factory erected in the British West Indies, having been founded in 1876 by the Colonial (later the New Colonial) Company at the instance of the late Sir Nevile Lubbock. The principle of the central factory system is the grouping together of a number of estates whose sugar-canes are ground at one central base, with the result that a considerable saving of expense is effected. The canes are brought to the factory by locomotives over railways, of which there are 85 miles running through or in communication with the estates that feed this particular usine. It was to supply this factory with canes that a system of cane farming was successfully



INDIAN TEMPLE, TRINIDAD

MOHAMMEDAN FESTIVAL, TRINIDAD





established by Mr. G. T., afterwards Sir Townsend, Fenwick in 1879-80. There are now over 10,000 prosperous cane farmers in the neighbourhood, of whom the majority are East Indians.

Princes' Town ($5\frac{1}{2}$ miles by road; 8 miles by rail from San Fernando), like Arima and Siparia, was one of the spots where the Spanish missionaries worked among the native Indians. It used to be called the Mission, but after a visit of Prince Albert Victor and Prince George, afterwards King George V, in 1880, during their cruise in H.M.S. *Bacchante*, it was renamed in their honour. In the churchyard are two tall Poui trees planted by them. The railings round them were erected in 1887 to commemorate Queen Victoria's Jubilee.

A few miles to the east of Princes' Town by way of Indian Walk and Hindustan to the south of Monkey Town are some peculiar **Mud Volcanoes**, excrescences on the surface of a bare muddy flat, which emit muddy water and evil-smelling sulphuretted hydrogen.

After visiting the spot the Princes described it as an uncanny sort of place. 'De debbil he come out here and walk about', said the Negro guide.

Siparia (13 miles from San Fernando through Peñal and Dédé, or 15 miles by way of the Oropouche Lagoon and St. Mary's— $7\frac{1}{2}$ miles) was formerly a Spanish mission settlement like those of Arima and what is now Princes' Town. In its church, founded by the Aragonese Capuchin Fathers in 1758, and dedicated to La Divina Pastora, is a Black Virgin to which wonderful healing powers are attributed. A little leather-covered figure, she is an object of pilgrimage for the devout on Low Sunday. There is a legend that once upon a time the parish priest of Oropouche removed this Black Virgin to St. Mary's for greater safety, and that next day, like the Bambino of the Ara Cœli in Rome, she found her way back to her shrine.

Fyzabad, about half-way between St. Mary's and Siparia, and 11 miles from San Fernando, is one of the principal oil-producing centres in Trinidad. The district was formerly a settlement of time-expired East Indian immigrants, who had exchanged their rights to return passages to Calcutta for ten

acres of Crown land each. It is now owned by various oil companies, principally Trinidad Leaseholds, Ltd., and Apex (Trinidad) Oilfields, Ltd. A road dips into the forest and at its junction with the road to Siparia is the Apex oilfield. A drive of 3 miles along the branch road brings one to a great clearing where trees have given place to a forest of derricks.

The famous **Pitch Lake** at La Brea (51 miles from Port-of-Spain; 16 from San Fernando) should certainly be visited if time permits.

This wonder of the world is a vast basin of pitch 114 acres in extent. Its surface is practically bare of vegetation and hard enough to bear foot traffic and carts, and on a 'corduroy' track made of wood it supports a cable tramway. The pitch is dug out in great lumps by men with pick-axes and transported by the tramway to a refinery on the edge of the lake, where it is boiled to drive off the water. The refined asphalt is run into barrels, ingeniously manufactured by machinery, and is then ready for shipment. Crude asphalt is also exported. This is carried on the tramway in buckets to a point where they are suspended on a cable, and conveyed by telpherage to and along a jetty known as 'Brighton Pier', whence it is shipped to all parts of the world. As soon as the substance is dug out fresh pitch gradually fills the cavity by natural pressure from the sides and below. The lake is leased to the Trinidad Lake Asphalt Company, Ltd. The asphalt is believed to be a carboniferous deposit formed from petroleum which has escaped from the oil sands beneath. The lake itself, owing to the absorption of the sun's rays, is one of the hottest spots in the world, while it is peculiarly subject to sudden showers of cold rain. The white employees of the company used to reside on Brighton Pier, which consequently resembled a lake village. Now, however, the forest has been cut down and they are accommodated in a group of charming houses, which looks quite like a garden suburb, while the black labourers are accommodated in a model village at the north-east corner of the lake.

There is a tradition in the locality that the village of a tribe of the Chaimas once occupied the spot where the Pitch Lake now is. These Indians offended the Good Spirit by destroying

the humming-birds, which were animated by the souls of their deceased relations, and were therefore, as a punishment, engulfed with their village and all their belongings.

The whole of this district has undergone a remarkable change in recent years as a result of the development of the petroleum industry. The concessionaires of the Pitch Lake were among the first to bore for oil in the island.

From La Brea the remote villages of **Cedros** and **Icacos** on the south-west promontory of Trinidad can be visited. This district is the centre of a large area under coco-nut cultivation.

Off **Erin** a remarkable manifestation of submarine volcanic activity was witnessed on November 4th, 1911. Following heavy detonations, huge columns of smoke and fire, which were visible 50 miles away, rose from the depths of the sea, and after they had cleared away it was seen that a new island three acres or more in extent had made its appearance. As soon as it had cooled down the Union Jack was firmly hoisted upon it. The island gradually disappeared again beneath the waves, to rise again in January 1928.

TOBAGO

Robinson Crusoe's Island

TOBAGO, once known as New Walcheren, lies in latitude $11^{\circ} 9' \text{ N.}$ and longitude $60^{\circ} 12' \text{ W.}$, about 75 miles south-east of Grenada and about 20 miles north-east of Trinidad. The actual distance between Scarborough, its chief town, and Port-of-Spain is 70 miles. The island, of which the population is about 30,000, is 26 miles long and $7\frac{1}{2}$ miles wide, and has a total area of 114 square miles. Unlike its neighbours, it lies east and west. Its geological formation is the same as that of the northern range of Trinidad. A main ridge of hills, 18 miles in length, runs down the centre of the northern portion, culminating in Pigeon Hill (Speyside), 1,900 to 2,000 feet above the sea. Long and deep valleys, very fertile and each with its own stream, run down from it on either side, divided from one another by spurs which branch off from the main ridge. The principal river is the Courland in the north-west, named

after the Viking Duke who, in the seventeenth century, exercised almost sovereign sway in Tobago. The central portion is undulating, with little valleys and conical hills, and the south is quite flat. Of Tobago's total area of approximately 73,000 acres, about 10,000 acres are in the Government Reserve Forests, and only some 6,000 acres of unalienated Crown Lands now remain.

The chief areas of cultivation are on the south side, on which the slopes of the hills are less steep than in the north. Scarborough (population 1,000), the capital of Tobago, formerly called Port Louis, is situated about 8 miles from the south-west point. The only other town is Roxborough (population 1,000) in the Windward district. The principal villages are Plymouth, on the north side, 5 miles from Scarborough, and Moriah in the northern. Around the coast there are many excellent bays, most of which are well sheltered and afford safe anchorage with deep soundings. Man-o'-War Bay is a very spacious harbour, and at one time was capable of affording shelter to the whole of the British Fleet!

INDUSTRIES. Sugar was once the staple industry of Tobago, but it was crushed out of existence by the foreign sugar bounties (*see* page 439). Cacao, coco-nuts, and limes have taken its place. In recent years a fair number of European settlers have been attracted to the island and large areas are cultivated advantageously by peasant proprietors.

CLIMATE. The climate of Tobago is delightful. The mean temperature is 80° Fahr., but owing to the extensive seaboard the heat is nearly always tempered by a cool sea breeze. This is particularly the case in the dry season, from December to June. In the wet season, especially during the months of August and September, the heat is sometimes oppressive owing to the stillness of the moisture-laden atmosphere. The rainfall varies very much in different parts of the island. In the western portion it does not exceed 60 inches in the year. In the central and Windward districts, the rainfall varies from 85 to 95 inches, and in some parts of the northern districts it exceeds 100 inches.

HISTORY. It would require many pages to record fully the history of Tobago, for the island has changed hands more often than any other in the West Indies. It is said that when it was first discovered by Columbus in 1498 it was uninhabited, though traces

of Carib settlements have been found in it. Some colonists from Barbados effected the first settlement in 1616, but there are writers who state that the English flag was first hoisted over it as early as 1580. In 1627 the island was included in the grant made by Charles I to the Earl of Montgomery, but the first settlers were attacked by Caribs from the mainland or the neighbouring islands, and many were killed, those who escaped settling on the island of New Providence. Four years later 200 Zealanders from Flushing landed, but within a year they too were driven away by the Indians, who were goaded on by the Spaniards. In 1642 James, Duke of Courland, sent out two shiploads of settlers. These were followed in 1654 by Dutch colonists, collected by two Flushing merchants, who established themselves on the southern coast. A dispute soon arose between the two groups of settlers, and in 1658 the Courlanders were completely overpowered by the Dutch, who remained in sole possession of the whole island until 1662. In that year the Dutchman Cornelius Lampsins, one of the founders of their colony, was created Baron of Tobago and proprietor of the island as a Dutch dependency under title from the Crown of France.

In 1664 the grant of the island to the Duke of Courland was renewed. The Dutch refused to recognise his title, and in 1666 Tobago was captured by privateers from Jamaica. A small garrison was left, but within a year it was compelled to surrender to a few Frenchmen from Grenada, who in their turn abandoned the colony in 1667, leaving the Dutch in possession. In 1672 Sir Tobias Bridges, with troops from Barbados, broke up the Dutch settlement; but the Dutch returned, only to be defeated by a French fleet under Count d'Estrées after one unsuccessful attack in 1677. Louis XIV restored the island to the Duke of Courland, who in 1682 transferred his title to a company of London merchants. In 1748 the island was declared neutral by the Treaty of Aix-la-Chapelle. From 1762, when it was captured by our forces, to 1781, Tobago was in the hands of the English; but in the latter year the colony capitulated to the French under the Marquis de Bouillé, and in 1783 it was ceded to France. Ten years later it was retaken by the English, but again restored to France by the Peace of Amiens in 1802. In 1803, however, it was recaptured by Hood, and it was ceded to England in 1814, since which year it has remained a British Colony.

CONSTITUTION. *See* Trinidad. Tobago elects one member of the Legislative Council.

HOTELS. *Scarborough. Robinson Crusoe; Bacolet Guest-house; Blue Haven; Burleigh Guest-house; Castle Cove Beach. Plymouth. Arnos Vale Beach Hotel.* It is suggested that visitors consult the

Tourist Bureau, King's Wharf, Port-of-Spain, in reference to charges and arranging accommodation beforehand, if a stay is intended. At convenient distances throughout the island there are Government 'Rest Houses'. Permission to use them can usually be obtained from the Public Works Department.

COMMUNICATIONS. Tobago has no direct steamship communication, except with Trinidad by Government steamers which operate three times weekly in each direction. The crossing takes nine hours. The **British West Indian Airways** operate a service six to eight times weekly in each direction. **Motor-cars** and **Riding-horses** can be hired.

SPORTS. There are **Lawn-tennis** clubs at Scarborough to which visitors are welcomed. **Cricket** is played by the Tobago Cricket Club and several village clubs. A nine-hole **Golf-course** is now under construction. **Horse Races** are held twice a year at Shirvan Park. The sea **Bathing** is good, and the same applies to **Boating**. **Fish** is abundant, the most appreciated being snapper, king-fish, grouper, and Spanish mackerel. Eels are plentiful, and also lobsters, crabs, crayfish, and several kinds of turtle. **Deer** and **Game Birds** are abundant. Among the latter is the cocorico, a bird which resembles the English pheasant, and is believed to be peculiar to this island. Tobago is visited also by migratory birds, including plovers and Ramie pigeons. The birds of plumage are superior to those of any of the other islands. In Little Tobago, off Speyside on the east coast, birds of paradise (*see* page 148) are protected by the Government.

CLUB. The **Aquatic Club** at Pigeon Point offers temporary membership to visitors.

SIGHTS. **Scarborough**, which succeeded Georgetown as capital in 1796, was formerly called Port Louis. It is picturesquely situated at the base of a hill, 425 feet high, overlooking the harbour of the same name, once called Rockly Bay. In 1790, during a mutiny of the French garrison, the town was destroyed by fire. At the top of the hills is the old **Fort King George**, where the ruins of barracks, military hospitals, etc., remain to testify to its former importance. The old barrack square is now the wireless station, and on the brow facing Trinidad stands the lighthouse. A charming view of the surrounding country can be obtained from this spot. The old Dutch and French forts, the buildings of which have long since been levelled to the ground, were quite nearby. The principal buildings in Scarborough are the Government

Offices, the Police Barracks, the Anglican, Wesleyan, and Roman Catholic churches, Court-house, Royal Gaol, and Colonial Hospital.

Government House, where the Governor and Judges reside when they visit the island, is half a mile from Scarborough. In the ground there is a private graveyard in which there are three tombstones, recording the tragedy of Sir Frederick P. Robinson, K.C.B., Governor of Tobago from 1816 to 1828, who within five years lost his wife, son, and two daughters. One daughter, aged 10, died on January 9th, 1819, the son, aged 21, on March 15th, 1820, and another daughter, aged 14, on April 19th in the same year, all three of 'malignant fever', while Lady Robinson died on October 6th, 1823. It is pathetic to picture Sir Frederick living his lonely life in the house nearly after his wife and three children had left him. Another grave is that of Sir William Young, Sir Frederick's predecessor, afterwards Member of Parliament and a recognised authority on West Indian affairs. A small plate, affixed at the instance of the Hon. A. G. Bell, C.M.G., identifies the grave; but the headstone provided by the House of Assembly is in the old church in Scarborough, which should certainly be visited.

The **Government Stock Farm**, established with the object of improving the breed of stock in the island, overlooks the harbour. The **Botanic Station** near the landing-stage deserves a visit. It was established on an abandoned sugar estate called 'Dealfair'.

There are good driving roads all over the Leeward district. The Milford main road, running mainly in a south-westerly direction, passes near **Petit Trou Beach** (3 miles), and **Stoer Bay**, which offers one of the finest beaches in the West Indies for bathing. The sand is a pure white coral, and the water, as a rule, crystal clear.

At **Plymouth**, on the stone over the grave of a woman and child, who died on November 25th, 1783, is the following remarkable epitaph:

She was a mother without knowing it, and a wife without letting her husband know it except by her kind indulgences to him.

The expedition to **Robinson Crusoe's Cave**, 10 miles from Scarborough to the west, is interesting. Though the experiences of Defoe's hero were based on those of Alexander Selkirk in Juan Fernandez, it is very evident from the text of *Robinson Crusoe* that Tobago was the island described by the author in that book. Possibly Defoe may have been inspired by Poyntz's glowing description of the island (*see* page 149). In this trip may be included the **Buccoo Reef**, which at low tide is a wonderful storehouse of beautiful shells; the adjoining Lagoon at Bon Accord Estate is a favourite spot for boating and fishing.

A visit to the **Mason Hall** and **Big River Falls** to the north of the island takes half a day. There are many rides which can be enjoyed in the country through romantic scenery, and also round the island, halts being made by permission of the Public Works Department at various Rest Houses *en route*.

Nearly all the roads in Tobago, which have a total length of 240 miles, were originally made by the French during their occupation of the island, and are more remarkable for their skilful tracery than for the condition of their surface. They have, however, been improved, and are already suitable for wheeled traffic as far as Charlotteville on the north side.

At a distance of about $1\frac{1}{2}$ miles from the north-eastern end of Tobago, off the village of Speyside (25 miles from Scarborough), is the island of **Little Tobago**. The rocks between it and Tobago are known collectively as **Goat Island**. Little Tobago was presented to the Government of Trinidad and Tobago in 1929 by the sons of the late Sir William Ingram, who had introduced into it Birds of Paradise (*Paradisea apoda*) from the Aru Islands in Dutch New Guinea in 1909. A condition of the gift was that the Government should protect and provide for the well-being of the birds. The island is about a mile long and has a total area of about 400 or 500 acres. It is clothed with dense tropical vegetation from the water side to the summit of its hills, which rise to a height of 490 feet above the sea-level. It was once the home of an old hermit named Mitchell, who was marooned upon it. The descendants of the fowls which he kept are still to be found in the island in a wild state.

The scenery on the north side of Tobago is very imposing. **Man-o'-War Bay**, on the shore of which is the village of Charlotteville, nestling at the foot of the hills, should be visited. A minor inlet bears the suggestive name of **Pirates' Bay**. From Charlotteville a bridle track runs west to **Castara**, which is linked by driving roads to Plymouth and Scarborough.

Writing of Tobago in 1683, Captain John Poyntz said:

Thou art here presented with The Present Prospect of the Island of Tobago, about forty Leagues distant from Barbadoes; but far excelling that Island, and indeed any other of the Caribee-Islands, in the Fertility and Richness of the Soil, and in the Commodiousness of its Bays and Harbors: and it is no paradox to affirm, That though it lies more south, the Air is as Cool and Refreshing as that of Barbadoes: and yet Exempted from those affrighting and destructive Hurricanes that have been often Fatal to the rest of the Caribee-Islands. . . . And I am perswaded that there is no Island in America, that can afford us more ample Subjects to contemplate the Bounty and Goodness of our Great Creator in, than this of Tobago; And this, I speak not by hearsay, or as one that has liv'd always at home; but as one that has had Experience of the World, and been in the greatest part of the Caribee-Islands, and most parts of the Continent of America, and almost all His Majesties Forreign Plantations; and after having view'd them all, have chosen this Island of Tobago to take up my *quietus est* in.

Though Captain Poyntz, whose object was to attract capital to the island, was not guiltless of the fault common to many company promoters, of drawing the long-bow, it must be admitted that this part of his description of Tobago is remarkably accurate.

Tobago is a favourite holiday resort for visitors from Trinidad, and it is deserving of far greater patronage than it has yet received from tourists from over the sea.

INFORMATION BUREAUX. King's Wharf Passenger Centre, Port-of-Spain; Botanic Gardens Pavilion, Port-of-Spain; Piarco Airport Bureau; Tobago Bureau, Scarborough, and at 122, East 42nd Street, New York, 17, N.Y., U.S.A.; 37, Board of Trade Building, Montreal 1, P.Q., Canada; The West India Committee, 40, Norfolk Street, London, W.C.2, England.

CHAPTER VII

THE WINDWARD ISLANDS

Clarior e tenebris

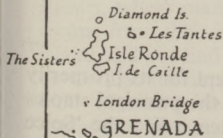
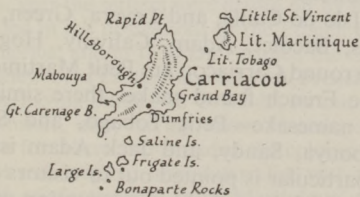
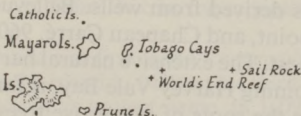
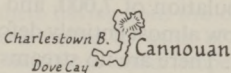
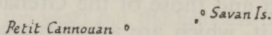
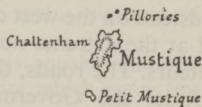
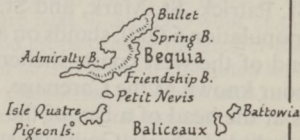
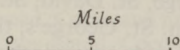
Grenada's motto

GEOGRAPHICALLY the Windward Islands (the *Islas de barlovento* of the Spaniards) are those islands lying to the windward of the Caribbean Sea. The name is now, however, confined to a group of British Colonies comprising Grenada, St. Lucia, St. Vincent, Dominica, and the Grenadines. They are not a federal colony, but are grouped under one Governor and Commander-in-Chief for administrative purposes. Dominica, formerly a presidency of the Leeward Islands, was transferred to the Windward Islands in 1940.

Grenada, the most southerly and the seat of government of the Windward Islands, lies in latitude $12^{\circ} 5' \text{ N.}$ and longitude $61^{\circ} 40' \text{ W.}$, 90 miles to the north of Trinidad, 68 miles south-south-west of St. Vincent, and 100 miles south-west of Barbados. It is about 21 miles long and 12 miles broad, its total area is 120 square miles, or about half the size of Middlesex, and its estimated population 75,000. The island is very mountainous, and its scenery beautiful. The highest points are Mount St. Catherine, 2,749 feet, from which spurs branch off, forming valleys of great charm and fertility, Mount Sinai (2,300 feet) and the mountain of the Grand Etang (2,014 feet). Along the east and south-east the mountains gradually slope to the sea, but on the west they run sheer down. The island is of volcanic origin, the chief centres of eruption appearing to have been in the neighbourhood of Mount St. Catherine and the Grand Etang, a mountain lake 1,740 feet above the sea, which occupies an extinct volcanic crater. Grenada is abundantly watered, being intersected in every direction by streams of the purest description. The principal river, the Great River, rises near the Grand Etang, and takes a north-easterly course,

THE GRENADINES

ST. VINCENT



entering the sea to the north of Grenville Bay. The island is divided into six parishes—St. George, St. David, St. Andrew, St. Patrick, St. Mark, and St. John. St. George's, the capital (population 6,000), stands on a peninsula towards the southern end of the west coast, sheltering an almost land-locked harbour known as the Carenage. Grenville, the town next in size, is at the head of a bay of the same name in the middle of the windward coast; Gouyave stands on the shore of an open roadstead on the west coast about 12 miles from St. George's; and at the extreme north of the island is the small town of Sauteurs. The roads, though good, are very hilly.

Under the Government of Grenada are the island of Carriacou and those of the Grenadines adjacent and to the south of it, which are administered by a resident Commissioner. **Carriacou**, 20 miles to the north, is 13 square miles in extent with a population of 7,000, and is very mountainous, though its hills, now almost entirely deforested, are lower than those of Grenada. There are no streams in the island, and the water supply is derived from wells. Bellevue North, 980 feet, is the highest point, and Chapeau Carré, 960 feet, in the south, is the next highest. The extensive natural harbour called Grand Carenage, adjoining Harvey Vale Bay, is famed for its oysters which grow on the roots of mangrove trees. Grenada's other dependencies are Diamond Island, or 'Kick-em-Jenny', Islet Ronde, Les Tantes, Isle de Caille, and Levera, Green, Bird, Conference, Marquis, Bacolet, Adam, Caliviny, Hog, and Glover islands; while round Carriacou are Petit Martinique—so called because the French found snakes there similar to those in its larger namesake—Petit Tobago, and Saline, Frigate, Large, Mabouya, Sandy, and Jack Adam islands. 'Kick-em-Jenny' in particular is pointed out to visitors owing to its peculiar name, which is probably a corruption of 'Cay qu'on gêne', the cay or island which bothers one; for the sea is often very rough in the neighbourhood.

INDUSTRIES. Grenada is entirely dependent for its prosperity on agriculture. Sugar was once exported, but the principal staples are now cacao and spices. The island is often called the 'Spice Island of the West'. Nutmeg cultivation was first started by the late

Hon. Frank Gurney on Belvidere—the estate once owned by the rebel Julien Fédon—in the early eighties of last century, and rapidly spread. Cacao and nutmegs occupy almost the whole of the interior of the island. Coco-nuts are next in acreage, while sugarcane, citrus, stock-raising, and food crops occupy the greater part of the remainder of the total area of 43,350 acres of cultivated land. A central sugar factory has been established at Woodlands, near St. George's, for the manufacture of sugar and rum for the local market. Marie Galante cotton, introduced in the sixties of the last century, and food crops constitute the main resources of the Grenadines, notably Carriacou.

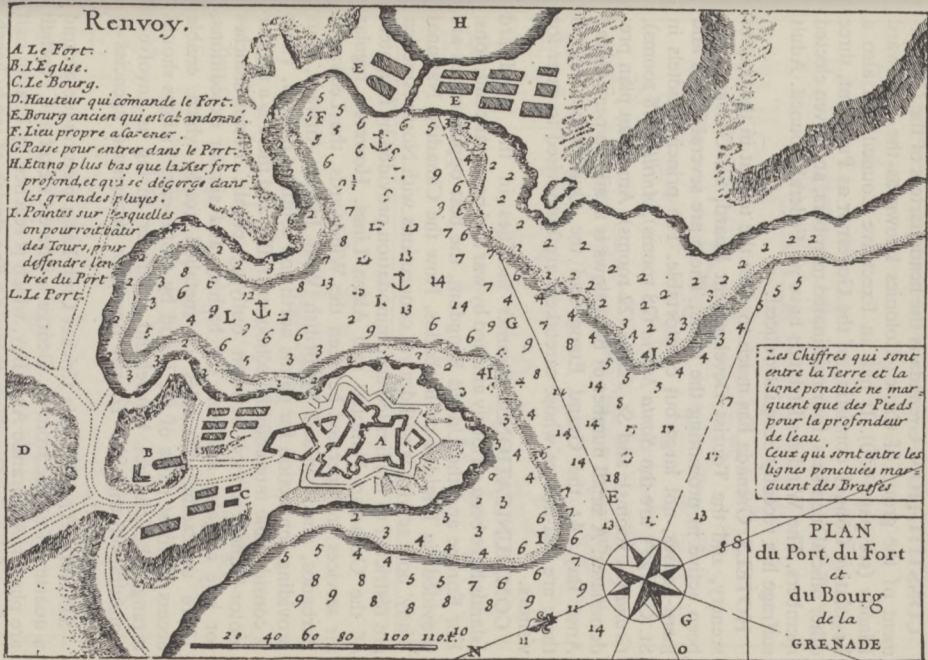
CLIMATE. The climate of Grenada is equable and healthy. The year is divided into two seasons, the dry, which begins towards the end of January and lasts until the full moon in May, and the wet, lasting for the rest of the year; but the heaviest rains fall in September and November. The average annual rainfall is 80 inches, but in the interior it is nearly twice as much. The island is practically free from hurricanes, there having been five occasions only when it is known to have been visited by gales of hurricane strength. Near the sea-level the maximum mean temperature is 90° Fahr., and the minimum 68° Fahr., but in the mountains it often falls below 60° Fahr.

HISTORY. Grenada was first called Concepción by Columbus, when he discovered the island in 1498 on his third voyage. It is not known when it received its present name. In 1609 an attempt was made by a company of London merchants to colonise it, but in less than a year the settlers were driven off by the Caribs. Grenada was included in the possessions of the French Company of the Islands of America, and in 1650 Du Parquet, the Governor of Martinique, a nephew of d'Esnambuc, the first French coloniser in the West Indies, having purchased Grenada, set out for it with two hundred adventurers, and, having taken formal possession of the island, built a fort there and founded the colony. The settlers, who were at first well received, soon quarrelled with the Caribs; but with the aid of reinforcements from Martinique, the Indians were exterminated. On the northern coast the Morne des Sauteurs is still shown, where many of the Caribs leapt into the sea in order to escape from their enemies. Du Parquet, now in possession of the island, did not find it profitable, and so in 1656 he sold it to Count de Cerillac for about £1,890. The latter appointed as Governor a man 'of brutal manner', who oppressed the colonists to such an extent that he was tried and condemned to be hanged. By pleading that he was of noble origin he managed, however, to get the sen-

tence altered to one of beheading, but no skilful executioner being available, he was at last shot at the summit of the hill on the Grand Etang road. De Cerillac sold the island in 1664 to the French West India Company, and on the dissolution of that organisation at the end of the year 1674 it passed to the French Crown.

Grenada remained in the possession of France until 1762, when it capitulated to Great Britain, to which it was formally ceded in the following year. In 1779 it was recaptured by a French fleet under Count d'Estaing, Hospital Hill being stormed and captured by a strong force under Count Dillon, but it was restored to Great Britain by the Treaty of Versailles of 1783. The year 1795 was a critical one in the history of the colony. In it began what was known as the Brigands' War, the notorious French republican, Victor Hugues, making a determined effort to regain possession of the island by bringing about an insurrection of the French inhabitants and the slaves. The outbreak began soon after midnight of March 2nd, when Julien Fédon, a coloured planter, entered Grenville with a party of rebels and massacred the inhabitants. The victims were dragged from their beds and shot in the streets, their bodies being mutilated in an atrocious manner. Stores were robbed and private dwellings pillaged. Simultaneously an attack was made on Charlotte Town or Gouyave by another party, which captured a large number of prisoners. The Lieutenant-Governor, Ninian Home, was at his estate, Paraclete, in St. Andrew's, when news of the disaster reached him, and he decided at once to return to St. George's by way of Sauteurs. At La Fortune estate he went aboard a sloop; but, unfortunately for him, on arriving off Charlotte Town he was fired at from the fort, and seeing at the same time several vessels which he took for French privateers off Palmiste as well as canoes at Maran Bay, he deemed it best to go ashore. No sooner had he landed than he was made a prisoner and marched off to Fédon's headquarters, though the captain of the sloop managed to reach St. George's in safety.

The unfortunate Governor Home was treated with the utmost indignity until April 8th, when his sufferings came to an end, he and forty-seven other prisoners being massacred while an attack was being made by the British on Fédon's camp, the Champ La Mort; Fédon, who was enraged at his brother having been killed, himself giving the order to fire in each case. It was not until June in the following year that the rising was suppressed by Sir Ralph Abercromby, who had in the meantime assumed the chief military command in the West Indies. The cost of the rebellion was £230,000, and the losses of the inhabitants were estimated at £2,500,000.



THE CARENAGE, GRENADA, IN 1700

From an old plan in Labat's 'Nouveau Voyage aux Îles de l'Amérique' This plan shows at E the site of the original French town, Port Louis, on a strip of land extending across the mouth of the lagoon, which was then a lake, and is now an arm of the sea.

CONSTITUTION. Grenada is the headquarters of the Government of the group of Crown Colonies known as the Windward Islands (*see* page 150). It has an Executive Council and also a Legislative Council consisting of the Governor as President, three other official members, four nominated members, and seven elected members. The Windward Islands have no Federal Council. Adult suffrage has recently been introduced.

HOTELS. Grenada has much to offer the tourist in the way of scenery, and the Tourist Development Board, St. George's, has been active in promoting the trade. There are several hotels and guest-houses, not large but comfortable. The principal hotels in St. George's are the *Santa Maria* (28 rooms), *Antilles* (18 rooms), *Grand* (14 rooms), and *St. James* (22 rooms). American plan predominates. A small number of bungalows is available near Grand Anse Bay. At the Grand Etang and the Quarantine Station there are rest-houses whose caretakers are authorised to cater for visitors.

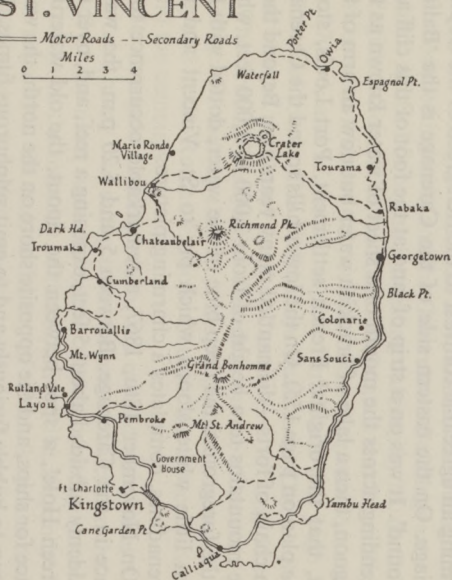
COMMUNICATIONS. Steamer facilities in the Windward Islands have been seriously affected by war and post-war conditions. For Europe and the United Kingdom, the best opportunities are provided *via* Trinidad or Barbados. Now the Canadian National 'Lady' boat service is withdrawn, connections with North America are restricted to the limited accommodation provided by freighters of the Canadian National and Alcoa Lines. However, regular air services are operated between the Windwards, the Leewards, Barbados, and Trinidad by British West Indian Airways, thus providing connection for points north and south as desired. There is considerable intercolonial schooner traffic, and there is a regular motor-launch service between outlying points. **Motor-launches** for hire are also available for bathing and similar expeditions. There are some 400 miles of metalled roads which enable access to most parts of the island by motor-car. Visitors should arrange the charges beforehand wherever hiring is involved. Consultation with the Tourist Board or recognised agencies is recommended.

SPORTS. The Grenada Cricket Club has a picturesque ground a quarter of a mile from St. George's, where **Cricket** and **Football** are played. At Grande Anse Bay, which is reached by boat in half an hour from the Carenage, there is a fine stretch of sandy beach, from which the **Bathing** is perfect. **Boats** can be hired at the Carenage. The sea **Fishing** is good, and the rivers can be fished for mullet, brochet, sard, and mud-fish. The Negroes use avocado pears, green grasshoppers, red bananas, and sometimes worms and cockroaches

ST. VINCENT

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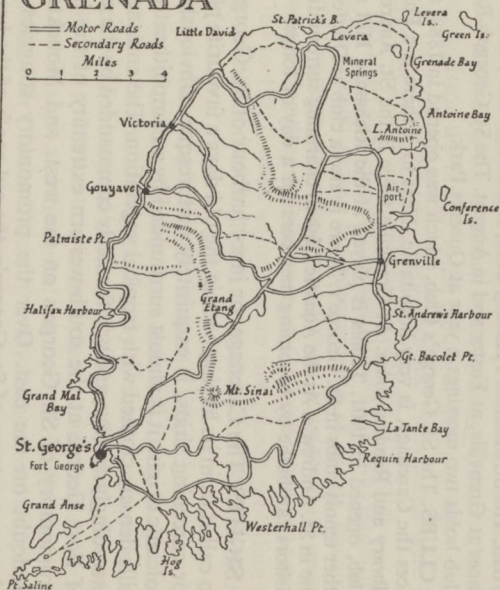
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GRENADA

— Motor Roads - - - Secondary Roads

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as bait. The St. Andrew's Racing Club, founded in 1897, holds flat Races at Grenville, at Easter and in August. The St. George's Race Club holds two meetings a year at Queen's Park.

CLUBS. The **St. George's Club**, which was opened in 1888, and faces the Carenage, is very hospitable. Next to it there is a **Public Library and Reading-room**. At Grenville there is the **St. Andrew's Club**, opened in 1901. Tennis is played at the **Richmond Hill** and other tennis clubs in St. George's. There is also a club at Dunfermline in St. Andrew's. At the **Aquatic Club** in charming surroundings visitors can bathe by becoming members for a day or longer.

SIGHTS. The Carenage, or inner harbour of St. George's, so called from its having been in the old days a favourite place for careening ships, is exquisitely picturesque. Obviously of volcanic origin, it is almost surrounded by an amphitheatre of hills densely clothed with tropical vegetation. The entrance is exceedingly narrow, and was formerly commanded by the guns of Fort George at the south-western extremity of the hilly promontory of St. George's on the west, and Monckton's Redoubt on the east. Over the promontory straggles the picturesque town of St. George's, the red roofs of the houses forming an agreeable contrast to the rich green of the tropical foliage. On the eastern side of the Carenage is the 'Ballast Ground'. It was on a strip of land at the foot of this cliff and extending across the mouth of a sheet of water known as the Lagoon, then a lake of brackish water but now an arm of the sea, that the original French settlement, Port Louis, stood (*see plan on page 155*). On the lower hills round the Carenage is a chain of forts—dismantled many years ago. Beyond them rise mountains to a height of from 2,000 to 3,000 feet, while in the foreground the deep blue of the water, dotted with the trim little white sloops which ply to St. Vincent and the Grenadines, completes a charming picture.

On November 18th, 1867, a remarkable occurrence took place in the Carenage. Between 5 and 5.20 p.m. the water suddenly subsided about 5 feet, exposing a reef, and, over the 'Green Hole', a spot between the Spout, the old watering-place for ships, and the opposite shore on the north, the water began to bubble furiously and to emit sulphurous fumes. The sea then rose 4 feet above its usual level and rushed up to the

head of the Carenage. This was repeated several times. The wave rushed up the northern coast as far as Gouyave, and at Dougaldston the bridge at the mouth of the river was covered and the cane-fields inundated. Seismic phenomena were experienced at the same time in St. Thomas and Saba.

The town of **St. George's** (population 6,000) was established by the French during the governorship of M. de Bellair in 1705, when it was called Fort Royal. It received its present name during the administration of Governor Robert Melville (1764 to 1771), when an ordinance was passed providing for the substitution of English for French names. St. George's is divided by a ridge or saddle of the hill on which are the Presbyterian, Anglican, and Roman Catholic churches; but the two parts described by Bryan Edwards as Carenage Town and Bay Town are connected by a tunnel pierced at the instance of Mr. (afterwards Sir) Walter Sendall, Governor from 1885 to 1889, whose name it bears. Lady Sendall ignited the first charge, and the tunnel was opened in 1895 during the régime of Sir Charles Bruce, after whom the western approach is named.

The **St. George's Club**, the **Post Office**, the **Public Library** (first opened in 1864), and the **Government Buildings** are on the wharf. At the Library an interesting old map by M. de Caillou, 'Engineer-General of the American Islands and Terra Firma', can be seen. It shows the position of the town and fort erected in 1705-6, and of the old capital Port Louis (*see* page 158). The chief local office of **Barclays Bank** is in Church Street, and that of the **Royal Bank of Canada** is in Young Street.

The **Scotch Presbyterian Church** is on the ridge near Fort George. Farther up the hill is the Anglican Church and, just beyond it, the Roman Catholic Church, the spruce Vicariate, and the cemetery.

St. George's Church, which was erected soon after 1763, contains many interesting tablets, some of which, on the west wall of the nave, were erected in 1799 by the Legislature of Grenada to the memory of the victims of the Brigands' War (*see* page 154). On one, at the top of which is an urn and on either side a kneeling woman, sculptured by the younger Westmacott, is the inscription:

SACRED TO THE MEMORY OF
 HIS HONOR NINIAN HOME ESQRE, LIEUTENANT GOVERNOR, ETC., ETC.
[Here follow the names of the other victims]
 PROPRIETORS AND INHABITANTS OF THIS COLONY;
 ALL OF WHOM WERE TAKEN PRISONERS, ON THE 3RD OF MARCH, 1795,
 BY AN EXECRABLE BANDITTI,
 COMPOS'D PRINCIPALLY OF WHITE NEW-ADOPTED SUBJECTS OF THIS ISLAND
 AND THEIR FREE COLOUR'D DESCENDANTS,
 WHO STIMULATED BY THE INSIDIOUS ACTS OF FRENCH REPUBLICANS
 LOST ALL SENSE OF DUTY TO THEIR SOVEREIGN,
 AND UNMINDFUL OF THE ADVANTAGES THEY HAD LONG ENJOY'D,
 BY PARTICIPATING IN THE BLESSINGS OF THE BRITISH CONSTITUTION
 OPEN'D ON THAT DAY
 THOSE DESTRUCTIVE SCENES WHICH NEARLY DESOLATED THE WHOLE COUNTRY
 AND ON THE 8TH OF APRIL FOLLOWING,
 COMPLETED THE MEASURE OF THEIR INIQUITY
 BY BARBAROUSLY MURDERING
 (IN THE REBEL-CAMP AT MOUNT QUAQUA)
 THE ABOVE INNOCENT VICTIMS TO THEIR DIABOLICAL AND UNPROVOK'D CRUELTY.
 AS A TRIBUTE OF GRATITUDE TO DIVINE PROVIDENCE
 FOR HAVING RESCUED THE COLONY
 FROM THE HORRORS OF REBELLION, AND FROM UTTER RUIN;
 AS WELL AS TO TRANSMIT TO POSTERITY
 A RECORD OF THE MELANCHOLY FATE OF THEIR FELLOW-COLONISTS;
 THIS MONUMENT IS PLACED HERE
 BY THE LEGISLATURE OF GRENADA
 A.D. 1799

Another tablet, which is adorned with naval trophies, was erected by the Legislature to the memory of Captain Josiah Rogers of His Majesty's ship *Quebec*, who 'came to the Relief of this Island Immediately after The Commencement of the horrid Rebellion', and 'who died on Board his Ship in the Harbour of St. George on the 25th of April, 1795, Of a malignant Fever, Caught by his Exertions in Defence of the Colony'.

Fort George, at the south-western extremity of the promontory, erected in 1705-6 from the designs and under the direction of M. de Caillus, has long since been abandoned for military purposes. The view from it of the inner harbour or Carenage on the one side and the bluff leeward coast on the other, with part of the town of St. George's at the foot, is superb. Over the entrance arch is the date 1710, and there are still several Georgian cannon mounted on the stone platform. Since the withdrawal of the garrison, the military barracks in the vicinity have been utilised as the Colony Hospital. The old Ordnance Store is now the Yaws Hospital, where patients suffering from the distressing complaint known as Yaws (*Frambæsia*)—now curable—are treated.

The **St. George's Market**, which is a few minutes' walk from the Carenage over the hill or through the Sendall Tunnel, is well worth a visit on Saturday during market hours. The **Hamilton Almshouse**, in Lucas Street, was founded by Mrs. K. B. Hamilton in 1848 for the support of seven needy but respectable women in reduced circumstances. The almshouse was rebuilt in 1905 with money collected by Lady Llewelyn, wife of the then Governor. Near the town is **Queen's Park** with a race-course and recreation ground established in memory of Queen Victoria's Jubilee in 1887.

The **Botanic Station**, established at the instance of the late Sir Daniel Morris in 1886, is at the foot of Richmond Hill, five minutes by boat from St. George's. Many valuable trees have been planted and the gardens have a nursery for the growth and distribution of plants.

At **Grande Anse Bay** (a row of about 30 minutes from the wharf), to the south of St. George's, there is an exquisite stretch of sandy beach from which delightful sea-bathing can be enjoyed. The Government have provided a landing-stage, and the use of a bathing house can be had for a small charge.

The **Quarantine Station** is a favourite resort for picnics. When not required for their legitimate purpose the buildings can be rented at a reasonable rate.

Government House (1 mile from the wharf) stands on rising ground about 320 feet above the sea-level, overlooking the town and harbour. Built in 1802-7, it was modernised in 1887 and a new wing was added in 1902. The view from the terrace is unsurpassed.

A road with an easy gradient leads to the **Hospital Hill Forts** on a plateau 400 feet high adjoining the town on the north. Here the British under Sir George (afterwards Lord) Macartney made a brilliant stand against the French under Count d'Estaing in July 1779. The entire force of the island did not exceed 500 men, who, on the approach of the enemy, entrenched themselves at the summit of the hill. Here they were invested by d'Estaing at the head of no fewer than 3,000 men, who, however, only succeeded in carrying the lines after losing 300. The garrison retired to Fort George, where they were bombarded by the guns from Hospital Hill, which they

unfortunately had omitted to spike, and were compelled to surrender.

From **Richmond Hill** (10 minutes by motor-car from St. George's along a good road), a long ridge, 800 feet high, the headquarters of the troops when Grenada was garrisoned, a splendid view of the town and Carenage can be obtained. The hill, which was purchased by the local Government for £20,000 in the latter half of the eighteenth century, is studded with several forts now used by Government institutions. The old military buildings in Fort Matthew have been converted into the lunatic asylum of Grenada and St. Vincent, while the adjacent barracks are now the Poor Asylum and Hospital for Incurables. The forts were begun by the French in 1780 on the land of Fort George estate, the property of the Hon. William Lucas, and completed by the British, who compensated the former owner, in 1784.

A favourite excursion from St. George's is the drive to the **Grand Etang** (Large Pond), a large circular freshwater lake $2\frac{1}{2}$ miles in circumference, 14 feet deep, and 1,740 feet above the level of the sea ($6\frac{3}{4}$ miles from St. George's). The road is fair, and the drive through cacao and provision grounds and a wealth of tropical vegetation is attractive. Permission can be obtained from A. Hubbard and Co., Ltd., whose offices are on the wharf, to visit the **Falls of Annandale en route**. The Grand Etang occupies the crater of an extinct volcano, like the larger Lake Antoine in the north-east of the island. It is approached by a macadamised path from the Government Rest House on the left-hand side of the road. The picturesque little Sanatorium near by, which is connected with the telephone system of the colony, can at times be rented on reasonable terms. It is an ideal place for a rest cure. A skiff can be hired for a row on the lake for a moderate fee. Among the tree-ferns from 5 to 6 feet high near the Rest House is the spot where Prince George, afterwards King George V, and his brother, Prince Albert Victor, were entertained on January 29th, 1880, in 'a pretty sort of *al fresco* hall erected of bamboo and palm leaves', when they visited the West Indies in H.M.S. *Bacchante*. What was then a clearing is now densely overgrown with bush; but a beautiful view can be had from it

of Grenville Bay on the eastern or windward side to which the road descends. The Grand Etang was visited by the Prince of Wales, afterwards King Edward VIII and now Duke of Windsor, during his brief stay in Grenada on September 24th, 1920.

Grenville, or La Baye (population 1,500), on swampy land near the beach of a large bay on the east of the island in St. Andrew's Parish, is the town next in importance to St. George's. It stands to the north of the site of the older one of the same name, which was the scene of the outbreak of the rebellion of 1795 described above (*see* page 154). Grenville Bay is protected on the north by Telescope Point, which forms part of Telescope estate.

Overlooking the town is **Pilot Hill**, on the summit of which is a signal station and the residence of the port pilot.

Post Royal, about two miles south of Grenville, was a rebel outpost during the Brigands' War. Its stubborn defence was ended in March 1796 by a brilliant charge of the Buffs under Brigadier-General Campbell. At one time Post Royal was the principal shipping and trading point on the windward coast. At Marquis, near by, the ruins of the old Parish Church can be seen.

Not far from the Grand Etang is the **Morne Fédon** (2,000 feet), formerly the Vauclain Mountain or Mount Qua Qua, where the Lieutenant-Governor, Ninian Home, and forty-seven other persons were massacred by rebels led by Julien Fédon, a coloured planter, in 1795, during the insurrection stirred up by Victor Hugues. Fédon's camps were situated on three spurs of Mount St. Catherine, and were called Champ la Liberté, Champ l'Égalité, and Champ la Mort. The plateau, on which a commemorative pillar has been erected by the Government, can only be visited in the dry season, and is approached by a narrow winding path. The pillar is simply inscribed:

SITE
OF
FÉDON'S
CAMP
1795

Mr. John Hay, who narrowly escaped sharing the fate of the Governor, gave in his *Narrative of the Insurrection* (1823) the following account of the closing scene in the tragedy:

The prisoners, who had been let out of stocks, were immediately ordered in, the door locked, and the whole guard put under arms. Soon after the attack became more general, a voice was heard, saying, 'The prisoners are to be shot . . .' The guard was drawn up very near the prison, at the distance of not more than four or five paces. They appeared very much agitated, trembling with impatience, and some seemed to have their guns cocked. A few prisoners called out 'Mercy!' No reply was made. Others, who were not in stocks, were on their knees praying. Not a word was exchanged among us; we all knew an attack from that quarter must fail of success, which would not only prolong our misery, but endanger our lives. The door was opened; two men appeared with hammers to take the prisoners out of stocks. Those who were not in confinement were ordered to go out. . . . He (Fédon) began the bloody massacre in the presence of his wife and daughters, who remained there, unfeeling spectators of his horrid barbarity. He gave the word *Feu* himself to every man as soon as he came out; and, of fifty-one prisoners, only Parson M'Mahon, Mr. Kerr, and myself were saved.

At Charlotte Town, or **Gouyave** (population 2,500), on the leeward coast, about twelve miles to the north of St. George's by road (1½ hours by motor-boat or one hour by motor-car), a flourishing system of peasant proprietorship can be seen in operation. Attempts have been made in the other islands to settle the people on the land, but nowhere have they proved so successful as in Grenada.

The leeward coast is very beautiful, and recalls to mind the Italian Riviera. The land breaks off abruptly in bluff headlands which, however, unlike those on many parts of the Italian coast, are densely covered with verdure. Four miles to the north is **Victoria** or **Grand Pauvre** (population 2,000), in St. Mark's Parish, built on the shore of an open bay. Eight miles farther is **Sauteurs** (pronounced Soteers; population 1,200), reached by motor-boat in three or four hours or in two hours by motor-car. It is of interest as having been the scene of a ruthless massacre of the Caribs, a number of whom,

pursued by the French under Le Compte, in 1650, rushed up a narrow and difficult path known to them alone, and threw themselves over the edge of a cliff (Le Morne des Sauteurs, or The Leapers' Hill) overlooking the bay. The French, who lost one man only, then set fire to the cottages and rooted up the provision crops of the Caribs, and, having destroyed or taken away everything belonging to them, returned, as Du Tertre naïvely describes it, 'bien joyeux'. From Sauteurs **Lakes Antoine and Levera**, which occupy the craters of extinct volcanoes, can be visited.

Those interested in antiquities can inspect stones sculptured by the Caribs at Mount Rich in St. Patrick's Parish and near the town of Victoria.

At **Point Salines**, the south-western extremity of Grenada, is a lighthouse, which replaces one presented to the colony by the late Hon. C. Macaulay Browne and Mr. C. G. Browne, with the buildings and the adjacent land, in memory of their father, Mr. James Browne, a leading merchant.

A visit to a **Cacao** and a **Spice Estate** should on no account be omitted. If the visitor is not furnished with letters of introduction from England—which it is always desirable to have—he should seek the advice of A. Hubbard and Co., Ltd., whose offices are on the wharf. Some particulars regarding cacao cultivation will be found in the chapter devoted to industries (see page 447). The nutmeg industry, being principally identified with Grenada, may be dealt with here. The nutmegs (*Myristica fragrans*) are sown two or three feet apart, and the young trees begin to flower, or 'declare' as it is termed locally, in about four to six years. The trees are either male or female, the former 'declaring' first. When the females 'declare' they are planted out at distances varying from 15 to 30 feet apart, the male trees being distributed evenly among them. In about fifteen years the trees are well established and require little attention, since weeds do not grow under nutmeg shade. When full-sized, the trees yield no fewer than 5,000 nuts each per annum. The nutmegs when gathered are covered with a scarlet lace-like substance, which, when dried in the sun, becomes the 'mace' of commerce. The nuts themselves are dried in a current of air and afterwards in the sun. The hard shell is then broken

with a wooden mallet, and the kernels are packed in barrels for shipment.

A visit to Hillsborough (population 300), the chief town in Carriacou, can be made by the Government motor-launch or sloop. In the Grand Carenage, next to Harvey Vale Bay at the south-west of the island, Carriacou has a fine natural harbour. The view of St. Vincent and the Grenadines from the hospital, on the site of an old military station at Belle Vue, is very striking. A fine view can also be obtained from the Government Rest House on **Bellevue North** (980 feet), comprising St. Vincent on the north and Grenada on the south, 68 miles apart, with the exquisite archipelago of the Grenadines lying in between.

ST. LUCIA

Statio haud malefida carinis

ST. LUCIA, lying in latitude 13° 50' N. and longitude 60° 58' W., about 20 miles to the south of Martinique and 30 miles to the north-east of St. Vincent, has a total area of 233 square miles, being rather larger than the Isle of Man. Its length is 28 miles, and breadth 14 miles, and its population is 87,000. Being volcanic, it is very mountainous, and its scenery is magnificent. A main range of mountains runs north and south for nearly the entire length of the island, buttressed by numerous ridges which gradually slope down to the sea on either side, forming fertile valleys. The flattest parts of the island are at Gros Îlet, at the extreme north-west, and Vieux Fort, at the south-east, where the backbone ends, giving place to a plain. The highest points are Morne Gimie (3,145 feet) and the Piton Canaries (3,012 feet), near the centre of the island; but the most conspicuous peaks are the Pitons on the leeward side, which are unequalled for grandeur throughout the West Indies. The height of the Gros Piton is 2,619 feet and that of the Petit Piton 2,481 feet. Near the latter is the Soufrière, a low-lying volcanic crater always in a state of gentle activity.

St. Lucia has numerous rivers, including the Cul-de-Sac and the Roseau on the leeward, and the Dennery, the Troumassée,

ST. LUCIA

== Motor Roads

--- Secondary Roads

Miles
0 1 2 3 4



and the Cannelles on the windward side. Castries, the capital, stands at the head of a sheltered bay rather more than a mile in length, on the leeward side, about 9 miles from the north end of the island.

INDUSTRIES. In spite of its fertility, about one-tenth of St. Lucia is still covered with forest. Most of the uncultivated land belongs to the Government, which offers it to settlers on easy terms. Sugar-canes, cacao, coffee, nutmegs, limes, coco-nuts, and bananas thrive, but the most important industry is sugar, followed by coco-nuts and cacao in that order. There are three sugar factories and a number of plants for crushing limes and expressing the juice, but there has been a decline in production of the fruit recently. Copra, the dried product of the coco-nut, is shipped principally to Barbados for processing, by arrangement with the regional Fats and Oils Marketing Control Committee.

CLIMATE. The climate of St. Lucia though humid in the summer months is favourable for Europeans, and is at its best from December to May. The rainy season extends from June to November. Storms and hurricanes are of rare occurrence. The average temperature varies from 72° Fahr. to 90° Fahr., the coolest month being February, and the hottest July. The nights are always cool at elevations over 500 feet. The rainfall is between 80 and 100 inches per annum.

HISTORY. St. Lucia, formerly called St. Alousie or St. Alouziel, and, by the Caribs, Hewanorra, owes its name to the fact that it was discovered by Columbus on St. Lucy's Day in 1502. Its possession was a constant subject of dispute between France and Great Britain, the former basing her claim to it on a grant by Richelieu to a French West India Company, and the latter on the grant of the Caribbee Islands made by Charles I to the Earl of Carlisle. Though the Dutch are said to have visited St. Lucia and built a fort there at an earlier date, the English formed the first settlement in the island. The crew of the *Olive Blossom*, after visiting Barbados, called there in 1605; and in 1638 settlers from Bermuda and St. Kitts, under the command of Captain Judlee, landed in the island; but they had trouble with the natives, who killed their Governor and, smoking them out by burning red pepper, drove them from it again. In 1650 two Frenchmen, Houel and Du Parquet, bought St. Lucia with Grenada and Martinique for £1,660, and sent forty settlers to it under Rousselan, who married a Carib woman, thereby establishing friendly relations with the natives. On his death, however, they murdered three of his success-

ors before the treaty of 1660 was signed, securing the Caribs from interference in Dominica and St. Vincent on condition that they kept the peace elsewhere.

In 1664 Lord Willoughby sent 1,000 Barbadians to the island, defraying their expenses out of the $4\frac{1}{2}$ per cent. export duty which for many years was a grievance in Barbados (*see* page 74). The French were overpowered; but, owing to sickness and native wars, the colonists had by 1666 evacuated the island. A new French West India Company took over St. Lucia, which in 1667 once again became a French colony. In 1718 a grant of St. Lucia was made to Marshal d'Estrées, who sent out an expedition to colonise the island; but the English remonstrated, and no effective settlement resulted. Four years later the island was granted by George I to the Duke of Montagu, who also sent out to it a strong body of colonists, and an ineffective effort was made by Captain Uring to arrange a settlement in the teeth of a French force from Martinique. It was agreed that both nations should evacuate the island, only visiting it for the purpose of securing wood and water until some definite decision was arrived at. In 1748 the island was declared by the Treaty of Aix-la-Chapelle to be neutral. This did not, however, deter the French from Martinique from proceeding with its colonisation. St. Lucia capitulated to the forces of Admiral Rodney and General Monckton in 1762, but it was restored to France in the following year by the Treaty of Paris. When war broke out with France in 1778, Rodney impressed upon the Government the necessity of taking St. Lucia, which he regarded as an ideal naval base, and a powerful body of troops was landed at Grand Cul-de-Sac Bay. Count d'Estaing, who opposed them with a strong force, was beaten off, and until the end of the war the island remained British, in spite of an attempt by the French to recapture it in 1781; and it was from Gros Îlet Bay, at the north-east, that Rodney sailed with his fleet and inflicted a decisive defeat on Count de Grasse between Dominica and Guadeloupe in April 1782 (*see* page 203). St. Lucia was restored to the French by the Treaty of Versailles which followed, and under Baron de Laborie, the Governor, its agriculture and commerce underwent rapid development.

During the French Revolution the Maroon Negroes gave great trouble. The island was designated by the Convention 'The Faithful', on account of the support which its inhabitants gave to the revolutionary principles; but in 1794 Admiral Jervis, afterwards Lord St. Vincent, took it, Morne Fortuné being captured on April 4th in that year by the Duke of Kent, great-grandfather of King George V. It was, however, recovered by Victor Hugues, the French

republican, and friend of Robespierre, in 1795. Abercromby and General, afterwards Sir John, Moore, the hero of Corunna, were sent out to subdue St. Lucia, and though the health of the General, who was appointed Governor, broke down, the work begun by him was successfully completed by Colonel Drummond. Once more, however, St. Lucia was restored to France, at the Peace of Amiens in 1802; but when war broke out in the following year the Morne was again stormed, St. Lucia was taken, and in 1814 it was finally ceded to Great Britain. During the World War I St. Lucia was garrisoned by a Canadian Contingent, and was the base for a fleet of M.L. boats and the auxiliary yacht *Eileen* which patrolled the Caribbean from Guiana to St. Kitts.

CONSTITUTION. The Government of St. Lucia, one of the group of Crown Colonies known as the Windward Islands, is conducted by an Administrator (who is subordinate to the Governor of the Windward Islands), aided by an Executive Council. There is also a Legislative Council, consisting of the Governor, three *ex-officio* members, three Nominated Members, and five Elected Members. There is no Federal Council for the Windward Islands. Adult suffrage has recently been introduced.

HOTELS. Castries. The principal hotel is the *St. Antoine*, on the side of Morne Fortuné (American plan). There are several guest-houses. Accommodation can also be obtained at some of the larger outlying centres, such as **Soufrière, Micoud, Vieux Fort, and Choiseul**, by giving timely notice and making the necessary arrangements.

COMMUNICATIONS. In general, steamer facilities are about the same as for Grenada. On the other hand, the port of Castries, although not to the same extent as formerly, is noted for its bunkering facilities, and a number of steamers still call there for that purpose. Intercolonial trade is taken care of by schooners and motor-vessels. **Motor-launches** ply between coastal towns and villages, connecting with Castries. A Government launch is available for hire to passengers and visitors for sight-seeing. **Sailing-boats** can be hired.

Air communication with North and South America is maintained by Pan-American Airways, using the southern airport at Blane Field, constructed by the United States during the late war; while British West Indian Airways operate flights to and from Vigie, the airport of Castries.

Motor-cars and Ponies are available for visits to inland points. The Secretary, St. Lucia Tourist Board, Castries, will furnish any information desired.

SPORTS. There is a **Cricket** club which has a good ground in beautiful surroundings at Victoria Park, ten minutes' walk from Castries. There are two good **Lawn-tennis** courts at Government House, and two at the Golf and Country Club at Vigie, across the harbour. The Golf and Country Club has a sporting nine-hole **Golf-course** at the Vigie.

Some fair sea **Fishing**—including tarpon—can be obtained from boats and from rocks all round the coast; this form of sport is more pleasant in the evening or night than during the day. A little river fishing is also obtainable with a light rod, and ground-cockroaches for bait, the principal fish being small river mullet which weigh about half a pound. The Choc, Cul-de-Sac, and Soufrière rivers are the most easily accessible. Some pigeon and dove **Shooting** is to be had in the forests and in the Vieux-Fort swamps, but for the former sport it is necessary to sleep near the feeding-grounds of the birds, which feed in the early morning and late afternoon.

Sea-bathing can be enjoyed from the famous Vigie beach, and at Réduit.

CLUBS. The **Castries Club**, near the wharves, extends a welcome to visitors provided with proper introductions. So also does the **Golf and Country Club** at Vigie, across the harbour. Visitors may also become members of the **Carnegie Library** and reading-room, at the corner of Bourbon and Micoud Streets, facing Columbus Square, for a nominal subscription.

SIGHTS. The almost land-locked harbour of Castries is one of the safest and most attractive in the West Indies. With an entrance scarcely more than a third of a mile across, it forms the sheltered haven modestly referred to in the colony's motto as 'Statio haud malefida carinis'. As you enter, Tapion rock, on which there are a battery and a light, with the romantic heights of the Morne Fortuné (850 feet) beyond, is on the right, while on the left is the promontory called the Vigie ('Look-out'), on which a large military hospital and elaborate barracks had just been completed when the troops were withdrawn in 1905. On a plateau at the west end of the Morne, 437 feet above the sea-level, is Government House, the residence of the Administrator, and a little below it is perched the Hotel St. Antoine nestling in foliage.

At the head of the harbour the **Botanical Gardens** adorn what was once a reeking swamp, and to the south of them is Holy Trinity Church, built in 1832.

The gardens were handed over to the Castries Town Board in September 1938, for maintenance as the King George V Park.

Castries (estimated population 24,300), so named by Baron de Laborie, Governor in 1784, after Maréchal de Castries, the French Colonial Minister, stands at the south-east corner of the harbour. During the earlier days of English occupation it was known as Carenage Town, and during the French Revolution it was called by the Convention 'The Faithful'. It was, until the provision of a deep-water harbour at Port-of-Spain, the only British port in the eastern chain of islands in the West Indies where steamers were able to lie alongside wharves to land or embark passengers and cargo and take in coal. As at Nagasaki in Japan, coaling is carried on almost entirely by women, and it is interesting to watch them swinging up the gangway with baskets of coal on their heads while keeping up an incessant fire of chaff and singing shanties. Each basket holds 109 lb. of coal, and it is doubtful whether there is any other part of the world where women carry such heavy loads as they do at Castries.

Though a considerable part of Castries was rebuilt after a fire in 1927, the older houses, the names of streets, and the patois spoken by many of the inhabitants are reminders of the former French occupation of St. Lucia. Unfortunately, in June 1948, the whole of the central area of the town was completely destroyed by another disastrous fire; but its rebuilding is nearly finished, together with a Government housing scheme for 250 families. Improvements include a modern sewerage system as well as efficient fire-fighting equipment.

The **Government Buildings**, where the Legislature meets and the Administrator has his office, overlook the Prince Alfred Basin, which owes its name to Prince Alfred, afterwards Duke of Edinburgh, who visited the island in H.M.S. *Euryalus* in 1861.

The **Post Office** is at the corner of Micoud and Bridge Streets, a few doors from the **Telegraph Office**. The only bank in the island is **Barclays Bank** in Bridge Street at the corner of High Street.

Near the centre of the town is **Columbus Square**, formerly the Place d'Armes, an open space of about three acres in extent, surrounded by trees, with the Roman Catholic Church, dedicated to the Immaculate Conception, at the east end. The building was designed by Father Ignatius Scoles, of Demerara, who is said to have been a pupil of Pugin. The Carnegie Library also overlooks the square.

South of the square the Castries River, here kept in its bed by retaining walls, skirted by palms and trees, runs through the town to empty itself into the harbour. The road to the Hotel St. Antoine, Government House, Morne Fortuné and beyond crosses the river and ascends by steep gradients with several sharp hair-pin turns.

Government House, on a plateau on the west of the Morne, was erected in 1895, after the design of Mr. C. Messervy, then Colonial Engineer. The situation is now perfectly healthy; but there was a time when yellow fever raged there, and Breen in *St. Lucia* tells how during a period of little more than four years, from November 1829 to January 1834, no fewer than four Governors died in the 'Pavilion', as the Governor's residence was then called. He tells, too, how the parsimonious General Farquharson, Governor in 1832, dislodged the Bishop of the diocese and his suite, whom he was not disposed to entertain. 'My lord,' he said, 'perhaps this is the first time you have visited Government House: come with me and I'll show you the apartments. I suppose your lordship has heard of the insalubrity of this place; every room in the house has already witnessed the death of some Governor; but none of them has had the honour of killing a Bishop; so, my lord, you have only to make your selection; I leave to you the *embarras de choix*.' It is hardly necessary to add that his lordship at once ordered his horse and left precipitately. By an irony of fate, General Farquharson himself died of fever in the house in 1834.

In the grounds is a Norfolk Island pine (*Araucaria excelsa*) planted by the Prince of Wales (afterwards King Edward VIII, now Duke of Windsor) on September 25th, 1920, when he visited the island on his way home from Australia in H.M.S. *Renown*.

The view from the plateau is quite enchanting. Far below lies Castries basking in the sun. Opposite to it is the Vigie promontory with its old military buildings mirrored in the deep blue waters of the harbour, and beyond that the much-indented coast line, off which stand Rat and Pigeon Islands, now very tranquil.

In the distance the mountains of Martinique can be discerned and the shadowy form of the historic Diamond Rock. To the eastward is the Paix Bouche Range and the mysterious Sorcière Mountain, and to the west the placid waters of Toc Bay.

The road beyond Government House ascends to the plateau of **Morne Fortuné** (850 feet above sea-level), which well deserves a visit, not only on account of its historic associations, but also because of the magnificent view. In the eighteenth century the Morne was the scene of much fighting, and it was upon it that Prince Edward, Duke of Kent, and great-grandfather of King George V, hoisted the English flag on April 4th, 1794, when the island was captured from the French by Vice-Admiral Sir John Jervis and Lieutenant-General Sir Charles Grey. Thereafter the English called the Fort upon the Morne **Fort Charlotte**, after the Consort of King George III.

In 1795 the French again got the upper hand, but in the following year they were defeated by the forces of Sir Ralph Abercromby. The Morne was carried at the point of the bayonet on May 24th, by the 27th Regiment (now the Royal Inniskilling Fusiliers), which formed part of the division commanded by Major-General John Moore (afterwards Sir John Moore, the hero of Corunna), who led the attack in person. The regiment showed such conspicuous gallantry that Abercromby gave orders that its King's Colour should fly over the Fort for one hour before the Union flag was hoisted on the flagstaff.

These stirring events are commemorated by an obelisk, erected near White's Redoubt, on behalf of the Royal Inniskillings, in 1932. It was unveiled on August 31st in that year by Captain C. H. Knox-Little, R.N., of H.M.S. *Danæ*, and is inscribed:

27TH INNISKILLING REGT.

ON THE 24TH MAY, 1796, THE 27TH REGT. STORMED AND CAPTURED MORNE FORTUNÉ. AS A MARK OF THE REGIMENT'S GALLANT CONDUCT SIR RALPH ABERCROMBY ORDERED THE FRENCH GARRISON TO LAY DOWN THEIR ARMS TO THE 27TH REGT. AND DIRECTED THAT THE KING'S COLOUR OF THE 27TH REGT. BE HOISTED AT THE FORT FOR 1 HOUR PRIOR TO THE HOISTING OF THE UNION FLAG

The view from the Morne is even more striking than that commanded by Government House, since it includes the mountains of the interior, a long stretch of the coast line to the south, and the summits of the Pitons.

The *Vigie* (ten minutes' drive by car from Castries or five minutes' row by boat across the harbour) is scarcely less full of associations than the Morne. Probably the most desperate fighting which it witnessed was in 1778, after we had taken St. Lucia from France and Count d'Estaing endeavoured to recapture it. The lines of the English, who, under General Meadows, had entrenched themselves there, were, on February 18th in that eventful year, stormed by 5,000 men under d'Estaing, Lowendahl and de Bouillé:

As the columns approached the position of General Meadows, they were enfiladed by the batteries on the other side of the Carénage, and suffered severely. They nevertheless rushed to the assault of the lines with impetuous bravery. The coolness and firmness of the defenders were, however, more than a match for the impetuosity of the assailants. Not a shot was fired by the British till the columns were at the foot of the entrenchments. One destructive volley was then poured in, and the French were received at the point of the bayonet. The struggle was long and terrible. At last the French were driven back with heavy slaughter: seventy of them are said to have fallen within the works at the very first onset. In spite of this fierce repulse they paused only to rally and recover breath; and then hurried back with undiminished fury. The second conflict was no less violent than the first: it terminated in the same manner. Though their ranks were sorely thinned by this double discomfiture, they were induced to make a third charge; but they had no longer that ardour which originally inspired them. They were speedily broken, overwhelmed, and scattered in complete and irretrievable disorder. . . . So great a slaughter has seldom taken place in so short a time.—*Bryan Edwards.*

One range of barracks is now used as a country club called the Vigie Club.

The **Gun Pits** on either side of the harbour head are now overgrown by bush. Those on the Vigie are half a mile from Vielle Ville, which is accessible by boat.

A pleasant drive can be taken to the little fishing village of **Gros Îlet** (7 miles), passing the delightful bathing beach of **Réduit**. It was at Gros Îlet that d'Estaing landed his forces in 1778, after his defeat at Grand Cul-de-Sac, and in the bay that Rodney's ships lay in 1782, before the Battle of the Saints.

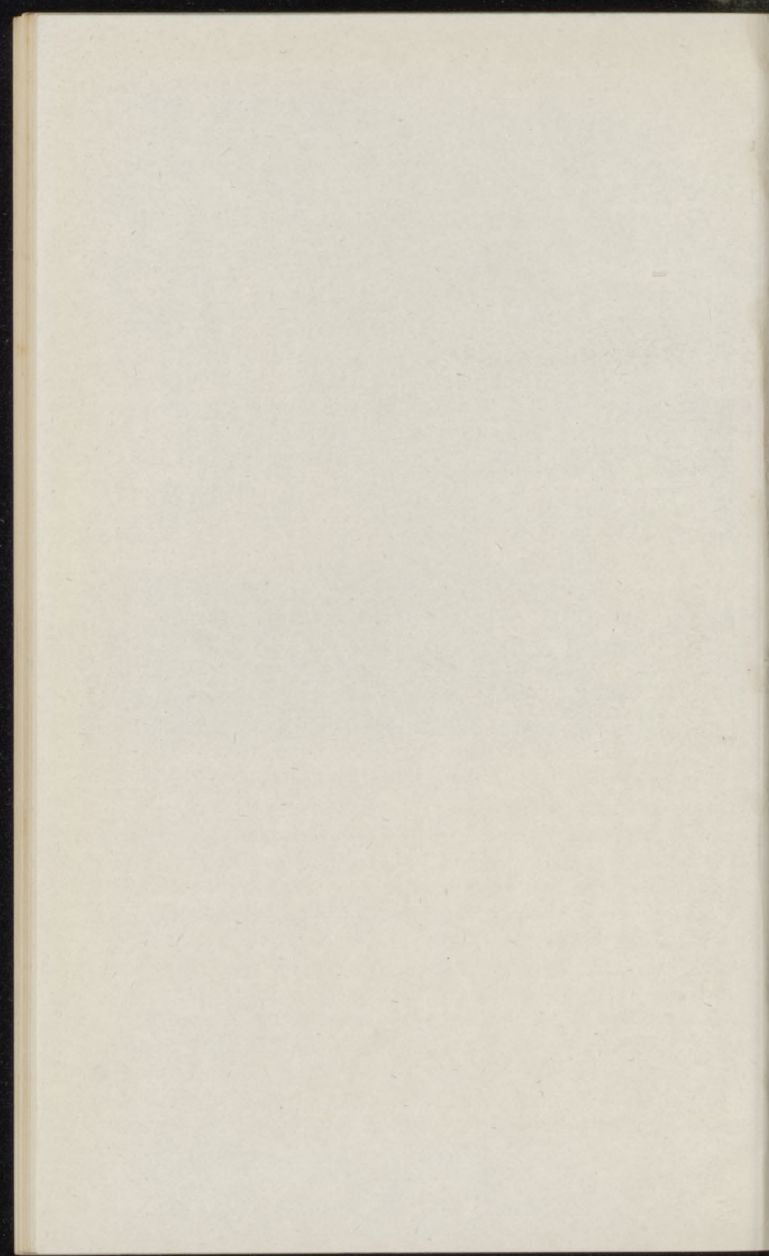
About a mile from the shore is the historic **Pigeon Island**, which can be reached by boat or pirogue. About $1\frac{1}{2}$ miles in length and $\frac{3}{4}$ mile wide, it has two hills. The higher one (334 feet) is called the 'Vigie' or 'Look-out'. It was from the walls of Fort Rodney on the lower hill (221 feet) that Rodney watched the movements of the French fleet. The island, now the property of the Government of St. Lucia, is uninhabited, but is occasionally leased for grazing, and is a favourite picnic resort. In calm weather it can be reached by launch past Choc Bay—the small island in which is a quarantine station called Rat Island—the lovely creeks of Marisile, La Brelotte, and Trouillac, round the curious rock called the Barrel of Beef, and along Réduit beach; but landing has to be effected by boat. Pigeon Island has a salubrious climate, and during the military occupation from 1888 to 1906 it was occasionally used as a convalescent station for the troops.

Another popular drive is past Choc through coco-nut plantations and sugar-cane fields to **Union** (4 miles), where the Agricultural Department has its experiment station and nurseries, and on to Marquis (8 miles). Some interesting Carib remains can be seen in the neighbourhood.

The road across Morne Fortuné (*see* page 174) descends into the broad Cul-de-Sac valley, rich with its sugar-cane fields and cacao and lime cultivation, where it joins the **Goldsworthy Road**, so named after Mr. R. H. Goldsworthy, Administrator from 1881 to 1883. After crossing the romantic **Ravine Poisson** (9 miles), this road ascends by steep gradients through luxuriant tropical vegetation to the **Eleventh Mile Post** (1,200 feet), where it crosses the **Bar de l'Isle**, the back-



PETIT PITON, ST. LUCIA



bone of the island, and descends to **Dennery** on the windward coast. The Bar de l'Isle was the scene of a disastrous landslide on November 21st, 1938, when fifty persons were killed and forty injured.

At the head of **Grand Cul-de-Sac** Bay and about a mile from the road is the Cul-de-Sac sugar factory, which is usually active between January and March.

It was at Grand Cul-de-Sac Bay that Brigadier-Generals Meadows and Prescott landed on December 13th, 1778, with 5,000 men from twelve transports, and it was here that the engagement between Admiral Sir Samuel Barrington and Count d'Estaing took place which resulted in the French fleet being driven off in confusion.

To the south-east of the Cul-de-Sac valley is that of Roseau, which also has a sugar factory.

Dennery (18 miles from Castries), formerly known as l'Anse Canot, but renamed after Count d'Ennery, the Governor in 1768, is in the Mabouya valley on the windward coast.

A deservedly popular expedition is the drive to **Soufrière** by way of the Bar de l'Isle (12 miles), Dennery (6 miles), and Micoud (11½ miles), down the windward coast, and then through Vieux Fort (10 miles) and Laborie (4 miles) and Choiseul (6 miles) on the leeward coast.

Another route to Dennery, not, however, available for motor-cars, lies by way of Piton Flor, which is reached by Victoria road, just beyond Government House, and Quatre Chemins, or by the Marchand road, at the south end of the Chaussée in Castries, which passes Victoria Park on the west, to Quatre Chemins, or by the waterworks road which passes the eastern side of Victoria Park and joins the Piton Flor road farther on.

From Piton Flor the road descends **The Barabara**, an exceedingly steep zigzag track into the valley of Fond d'Or, in which there is another sugar factory, and thence to Dennery, on the windward coast.

The high road from Dennery runs south parallel with the coast across the Praslin and Fond rivers to Micoud, a village on the Atlantic named after Baron de Micoud, Lieutenant-Governor on various occasions between 1769 and 1776.

The road then crosses the Troumassée River, and farther on the Cannelles River and, crossing the neck of the great promontory of Moule-a-Chique, reaches **Vieux Fort** (10 miles), on a bay of the same name on the leeward coast.

It was at Vieux Fort, named from a fort which Abbé Raynal mentions as having been seen there by him in 1656, that the first sugar-works were established in St. Lucia in 1765.

From Vieux Fort the road runs in a northerly direction through the picturesque little villages of **Laborie** (4 miles), so named after Baron de Laborie, Governor in 1784, and **Choiseul** (6 miles), which owes its name to Louis XV's minister, the Duc de Choiseul.

North of Choiseul the high road leaves the coast and passes (left) the two remarkable sugar-loaf mountains known as the **Pitons**, or peaks, which have been for generations a landmark for mariners. They are said to be spines of lava forced out generations ago from the craters of two great volcanoes, the soil surrounding which has been denuded in course of time. A similar spine was forced up from the crater of Mont Pelé (see page 312) after the eruption of 1902.

The Gros Piton (2,619 feet) is said to be an easy climb, but until 1878 the Petit Piton (2,481 feet) was unconquered by man. In that year a M. Lompré succeeded in reaching its summit, and it was ascended again in 1885 by Mr. Charles de Brettes, who two years later conducted the then Chief Justice, Dr. John W. Carrington, and a party to the summit.

There is a local tradition to the effect that before that some English sailors tried to climb the higher Piton. They were watched from below through a telescope, until one by one they disappeared. Half-way up one fell, a little higher another, and then a third. It was supposed that they fell victims to the deadly Fer-de-lance snake, which once infested St. Lucia.

Passing the Pitons, the road from Choiseul winds down through magnificent scenery to **Soufrière** (9 miles), which stands on the shore of the bay of the same name. About 2 miles from the town a road branches off to Ventine and the famous sulphur springs.

Soufrière can also be reached by motor-launch from Castries (1½ hours); but, unless a start can be made in the morning,

this involves spending the night in the southern town.

The principal charm of Soufrière, the second town of St. Lucia, is the romantic scenery in the neighbourhood and the sublime majesty of the Pitons which dominate it.

The **Soufrière**, a particularly well-behaved volcano, covers from 8 to 10 acres about 2 miles from the town and to the east of the Pitons. An irregular crater encrusted with sulphur and other volcanic matter, like the Solfatara near Naples, it is continuously in a state of comparatively gentle activity. From numerous cauldrons steam is constantly projected into the air with a peculiar hissing noise, and the atmosphere reeks with sulphur. On no account should visitors approach this inferno without a guide.

At Diamond, tucked away in the Soufrière valley to the north of the volcano, and a short drive from the town, are more sulphur springs which are exploited to some extent. They are very efficacious in cases of rheumatism and kindred ills. In 1784 the Governor, Baron de Laborie, had the waters analysed by the *médecins du Roi* from Martinique, whose report was so favourable that Louis XVI provided a grant for the erection of a bath establishment at this spot for His Majesty's troops in the Windward Islands. In the subsequent wars the baths were destroyed, and when a later Governor, Sir Dudley Hill, sought to rebuild the establishment in 1836, difficulties arose regarding the ownership of the land, and the scheme fell through.

Between St. Lucia and Martinique an immense isolated rock rises sheer out of the water off the south coast of the latter island. No Englishman can gaze upon it without pride, for it is the historic **Diamond Rock** which, during the war with France in 1804, was garrisoned by the crew of a British cruiser, who, by means of ropes, hauled their guns to its summit and defied their adversaries. Hood, seeing that the French ships escaped him by running between this rock and the *Pointe du Diamant*, laid his 74, the *Centaur*, close alongside the Diamond, made a hawser fast to the ship and to the top of the rock, which is accessible on the leeward side, and slung with a traveller three long 24's and two 18's to the summit, the sailors looking 'like mice hauling a little sausage. Scarcely could we hear the

Governor on the top directing them with his trumpet; the *Centaur* lying close under, like a coco-nut shell to which hawsers are affixed.' Here Lieutenant J. W. Maurice with 120 men and boys, and ammunition, provisions, and water, remained for seventeen months. From this commanding position they harassed the French fleet until June 2nd, 1805, when, through want of powder, they were compelled to surrender to a French squadron of two 74's, a frigate, a corvette, a schooner, and eleven gunboats, upon which they inflicted severe loss, wounding seventy men and destroying three gunboats, while they themselves lost only two men killed and one wounded.¹ (*See also* page 315.)

ST. VINCENT

Pax et justitia

ST. VINCENT, in latitude 13° 10' N. and longitude 60° 57' W., 30 miles to the south-west of St. Lucia and 97 miles west of Barbados, is 18 miles in length and 11 in width, and has an area of 133 square miles, being, like Grenada, about half the size of Middlesex. The estimated population, including that of the Grenadines which are its dependencies, is 66,000. The island is of volcanic origin, and, like St. Lucia and Grenada, has a backbone of thickly wooded mountains running from north to south. At the northern end of the range is the Soufrière, a volcano 4,048 feet high, the eruption of which in May 1902 devastated nearly one-third of the island and caused the loss of 2,000 lives. The southernmost peak is Mount St. Andrew, 2,600 feet high, which dominates the Kingstown valley. Spurs branch off from the main range, forming valleys of rare charm. On the north-east there is a more level tract of land called the Carib country, which formed part of the lands reserved to the Caribs by the treaty of 1773. It used to be the most fertile part of the island until cultivation was destroyed and the Carib canal was filled with ash during the eruption of the Soufrière in 1902. The canal was subsequently restored and agriculture restarted in this region.

¹ An account of the gallant defence of the Diamond Rock is given in *West Indian Tales of Old*. London: Duckworth & Co.



THE 'CENTAUR' LANDING MUNITIONS ON 'H.M.S.' DIAMOND ROCK

The streams in the island, though small, are numerous, the principal being the Union or Argyle River on the windward side, and the Warrawarou at the south. On the eastern side of the island is the Rabacca or Dry River, which, except in flood time, is of very small volume, having been choked by the earlier volcanic eruption of 1812. The island is divided into five parishes: St. George, Charlotte, St. Andrew, St. David, and St. Patrick.

Kingstown (population 5,000, including suburbs about 15,000), the capital of St. Vincent, is in Charlotte Parish at the head of Kingstown Bay, an indentation about three-quarters of a mile deep on the south-west coast.

Most of the Grenadines, an archipelago of great charm lying between St. Vincent and Grenada, are dependencies of St. Vincent, the largest falling under this category being Bequia, 9 miles from Kingstown (4,422 acres), Mustique, 18 miles from Kingstown (1,257 acres), with Balliceaux—a corruption of 'belles oiseaux'—and Battowia near by; Canouan, 25 miles from Kingstown (1,694 acres), Mayreau, 37 miles from St. Vincent (600 acres), and Union Island, 40 miles from Kingstown (2,600 acres).

INDUSTRIES. St. Vincent is one of the most prosperous of the West Indian islands. Arrowroot, for which the island enjoys a virtual monopoly, is the main staple; the starch is marketed through the St. Vincent Co-operative Arrowroot Association, which enables both prices and quality to be stabilised. This industry is supplemented by the cultivation of Sea Island cotton, of which the island produces the finest in the world. Sugar, rum, cacao, coco-nuts, and spices are also produced on a small scale, together with local food crops. The livestock industry is well established.

CLIMATE. The climate of St. Vincent is healthy and particularly enjoyable in the winter months. The wet season lasts from August to November, when the weather is hot and damp, though not necessarily unhealthy. The average annual rainfall amounts to 100 inches. The temperature varies from 60° Fahr. to 88° Fahr., and the nights are always cool. The island is occasionally visited by hurricanes, but warning of their probable approach is always given.

HISTORY. St. Vincent was discovered by Columbus in 1498, on January 22nd, or St. Vincent's Day in the Spanish Calendar, and to this it owes its name. At the time of its discovery it was inhabited

by the warlike Caribs, in whose hands it remained until 1627, when a grant of the island was made by Charles I to the Earl of Carlisle. In 1660 St. Vincent was declared neutral, but eight years later Lord Willoughby arranged a treaty by which the Caribs acknowledged themselves to be the subjects of the King of England. No definite colonisation was, however, effected, and St. Vincent subsequently became a place of refuge for Caribs from the neighbouring islands. At the end of the seventeenth century there were two distinct races of these Indians in the island, the yellow and the black Caribs, the former being of the original stock and the latter largely of West African origin, the descendants of shipwrecked slaves who fled to the forests and married Caribs. The black Caribs eventually became the predominant race.

In 1772 St. Vincent was granted by George I to the Duke of Montagu, who sent out to it a strong body of colonists, but the French demanded that the island should remain neutral, and their protests were recognised by the Treaty of Aix-la-Chapelle in 1748. St. Vincent was captured by Monckton in 1762, and British colonisation proceeded, the General obtaining a grant of 4,000 acres in Charlotte Parish, which he subsequently sold for £30,000. The division of lands gave rise to many disputes, and the Caribs refused allegiance to the King. Consequently, troops were introduced from North America, and after some desultory fighting a treaty was concluded, through the exertions of Major-General Dalrymple in 1773, by which the Caribs acknowledged the supremacy of the British, and were granted in return the large tract of land referred to above (*see* page 180) in the north of the island. It extended, according to the terms of the treaty, from the River Byera to Point Espagnole on the one side, and from the River Auilabou (Wallibou) to Espagnole on the other side.

In 1779, during the course of the war between France and England which had begun in the preceding year, St. Vincent was surrendered to the French, but it was restored to Great Britain in 1783 by the Treaty of Versailles. During the French Revolution in 1795 the island was overrun by the Caribs under Chatoyer and Duvallé, who were assisted by the French in what was called the Brigands' War. They burnt the cane-fields, plundered the houses, and murdered many of the colonists, the survivors of whom were confined to Kingstown. This state of affairs continued until June 1796, when Sir Ralph Abercromby suppressed the rising, and the bulk of the Caribs after being temporarily interned on Balliceaux in the Grenadines, were deported to the island of Ruatan, in the bay of Honduras. Their lands were revested in the Crown by an

Act of 1804, two years before which occupancies during his Majesty's pleasure of 5,262 acres had been granted to certain persons who had served in the war.

CONSTITUTION. Same as St. Lucia.

HOTELS. **Kingstown.** Accommodation is provided by a number of small hotels, of which the *Ratho Mill Tower*, *Haddon House*, and *South Bridge* may be mentioned. **Bequia** in the Grenadines has the *Sunny Caribbee*. Fully furnished bungalows are available at Ratho Mill, Villa Estate, and Edinboro. There is a Tourist Board where all information can be obtained.

COMMUNICATIONS. Steamer facilities are practically the same as given for Grenada and St. Lucia. Air transport services are maintained with Barbados and Trinidad by British Guiana Airways, Ltd. There is frequent intercolonial communication by schooner and sloop, as also with the Grenadines, a trip to the latter being very enjoyable for those who like sailing. A **Motor-launch** makes daily trips between Kingstown and points on the leeward coast. **Boats** can be hired for excursions and sea-fishing. There are about 80 miles of oiled and metalled roads, and **Motor-cars** are available for hire.

SPORTS. **Cricket** is played in the Victoria Park, and a game can generally be enjoyed by visitors. There is a **Lawn-tennis** club with courts in the Government Office grounds, to which visitors are admitted upon introduction by members. **Sea Bathing** can be indulged in at several spots, notably off the Villa Estate, about $3\frac{1}{2}$ miles from Kingstown. Good deep-sea **Fishing** is obtainable off Kingstown and other places near by, and suitable tackle can be hired.

CLUBS. The **Kingstown Club**, founded in 1891, with premises in James and Middle Streets, welcomes visitors introduced by members. The **Aquatic Club** at Villa ($3\frac{1}{2}$ miles from Kingstown) offers excellent facilities for bathing. The cost of membership is low, and dancing, bridge, table-tennis, and a bar are available. Visitors are admitted upon introduction by members.

SIGHTS. Kingstown lies at the head of a spacious bay of the same name, near the southern end of the leeward coast, sheltered by Old Woman's Point and Berkshire Hill on the north and by Cane Garden Point on the south.

Old Woman's Point received its name in the seventeenth century from a virago of Indian birth from Guadeloupe who, having 'tormented her husband to death', married again within eight days,

and repairing to St. Vincent spent her honeymoon in a cottage under the point. Tiring of her second husband, she beat out his brains with a conch-shell and then, to escape justice, fled to the territory of the Caribs. There she lived until she aroused the jealousy of the wives of a powerful Carib Chief. She then returned to her cottage and remained there until the English erected a battery on the spot, when she retired to the house of a Spanish priest near by. Here many jovial parties were held, and the gay spirits of Kingstown were wont to visit the house for refreshment and recreation. 'A bottle of wine or rum secured admission.' It was a tradition that the wicked old woman, who lived to a great age, was eventually carried off this earth into the unknown during a terrific hurricane which swept over the island.

On the summit of Berkshire Hill is the weatherbeaten Fort Charlotte, so named after the consort of King George III (*see* page 174).

The **Market** is particularly interesting in the early hours of the morning.

The **Government Office**, the **Post Office** (Egmont Street), and **Barclays Bank** (Halifax Street) are within a stone's throw of one another near the centre of the town. There is a tradition that the mango tree in Government Office yard is one of the original trees brought to St. Vincent by Captain Bligh in 1793 (*see* page 186). The **Kingstown Free Library** in Halifax Street has an interesting collection of Carib stones, the implements and weapons used by the early inhabitants. The building was the gift of Andrew Carnegie, and was opened in 1909. Those interested in the Carib relics should inspect the Carib Altars, of which there are six or more in the island, including those on Villa Estate, and at Barrouallie, Layou, Iambou, and Petit Bordel.

St. George's, the Cathedral Church, and, until 1881 the Parish Church of St. George's and St. Andrew's, divided in Kingstown by the North River, occupies the site of an earlier church which was destroyed by a hurricane in 1780. It was built in 1820 at a cost of £47,000, towards which the Government contributed £5,000 out of the sale of the Carib lands. The chancel and transept were consecrated in 1887. The Cathedral, which is open from 6 a.m. to 6 p.m., is reached by

a walk of almond trees (*Terminalia catalpa*), some of which are nearly one hundred years old. It has three fine lancet windows in the chancel presented by the widow of Lieutenant-Governor Dundas, who died in 1880; they are supposed to have been the work of Kempe. The remains of the Governor lie under the chancel floor.

The Bronze Chandelier in the nave is said to have been presented by King George III. There are some interesting tablets on the walls, among the more notable being one erected by the inhabitants to the memory of Sir Charles Brisbane, K.B., Rear-Admiral of the Red (*b.* 1772, *d.* 1829).

Another tablet perpetuates the memory of Major Champion, of the 21st Regiment (now the Royal Scots Fusiliers), who was assassinated at Fort Charlotte in 1824 (*see* page 189).

A tombstone in the nave is inscribed:

ALEXANDER LEITH
BORN JUNE 4TH 1753
AND DIED FEBRUARY 14th 1798
HE LIVED HIGHLY RESPECTED AND BELOVED
FOR HIS INTEGRITY AND HUMANITY
AND DIED MOST SINCERELY REGRETTED

HIS DEATH WAS OCCASIONED BY THE GREAT
FATIGUE HE ENDURED DURING THE CARIB WAR
IN WHICH AS COLONEL OF THE MILITIA
HE BORE A DISTINGUISHED PART
THE CARIB CHIEF CHATTAWAR
FALLING BY HIS HAND

Chattawar, or Chatoyer, was the leader of the rebels in the Brigands' War (*see* page 182). While the English were storming Dorsetshire Hill on March 14th, 1797, he

fell unregretted in single combat with the brave Major Leith of the militia; there was found upon him a silver gorget, given to him by His present Majesty, then Prince William Henry, on a visit to Saint Vincent, during the Prince's cruise on the West India Station.—*An Historical Account of the Island of St. Vincent*, 1831.

In the graveyard is a monument to the memory of William Leyborne Leyborne, 'Captain-General, Governor and Commander-in-Chief of H.M. Southern Caribbean Islands, Chancellor and Vice-Admiral of the same', who died April 16th, 1775, aged 31. Several monuments are erected to men of the 70th, now the 2nd East Surrey Regiment, who died of yellow fever at Fort Charlotte.

The **Thompson Home**, a few minutes' walk from the landing-stage, was established by Lady Thompson, the wife of the then Administrator, after a hurricane in 1898, for the relief of destitute ladies.

The trim **Botanic Garden** is prettily situated in a small valley just below Government House and adjoining Montrose Estate. It is less than a mile from the landing-stage, and is approached by a good driving road, which passes the **Colonial Hospital**, a well-appointed building with three blocks, and, higher up, arrowroot and Sea Island cotton plantations.

The Botanic Garden was established in 1763, when, curiously enough, it was under the control of the Secretary for War, and is the oldest institution of its kind in the New World. It was in order to supply it with specimens of the bread-fruit tree (*Artocarpus incisa*) that Captain William Bligh made his memorable voyage in H.M.S. *Bounty* to the South Seas in 1787, which ended so disastrously. His crew mutinied, and setting him adrift proceeded to Pitcairn Island, where their descendants remain to this day. 'Bread-fruit' Bligh, as he was afterwards called, with eighteen officers and men who were loyal to him, eventually reached Timor, 4,000 miles away to westward, in an open boat without the loss of a single life. Owing largely to the exertions of Sir Joseph Banks, the president of the Royal Society, and The West India Committee, which offered a substantial reward, a second ship, the *Providence*, was fitted out, and in January 1793, Captain Bligh, accompanied by Captain N. Portlock, of H.M. brig *Assistant*, reached St. Vincent, and landed a large portion of his valuable cargo from Otaheite (Tahiti), including 530 choice and curious plants of various kinds in a flourishing condition, at Kingstown. The mango and cinnamon were forwarded to the garden from Jamaica, into which island they were introduced by

Rodney in 1782, the clove was brought from Martinique in 1787, and the nutmeg from Cayenne in 1809. Few economic plants in the West Indies are indigenous.

In 1820 the Secretary of State decided to give up the Garden, and two years later it was transferred to the local Government. It contains a large collection of economic plants besides those of an ornamental nature. Among the trees and plants to be noticed are: Arrowroot (*Maranta arundinacea*), banana (*Musa sapientum*), cannon-ball (*Couroupita guianensis*), cinnamon (*Cinnamomum zeylanicum*), cacao (*Theobroma cacao*), clove (*Eugenia caryophyllata*), black pepper (*Piper nigrum*), bread-fruit (*Artocarpus incisa*), india-rubber (*Hevea brasiliensis*, *Ceara*, *Castilloa*, etc.), mango (*Mangifera indica*), mahogany (*Swietenia mahogani*), nutmeg (*Myristica fragrans*), pineapple (*Ananas sativus*), teak (*Tectona grandis*), Talipot palm (*Corypha umbraculifera*)—which flowers when forty years old and then dies—traveller's tree (*Ravenala madagascariensis*), and vanilla (*Vanilla planifolia*). One old tree, *Spachea perforata*, is the only specimen of its kind at present known to botanists. The memorial temple and the fountain overlooking the lily pond, which is well stocked with water-lilies, including the *Victoria Regia*, was erected in 1915 in memory of the Hon. J. G. W. Hazell, member of the Executive and Legislative Councils, 'who ever took an active interest in the social and public affairs of the Colony and in these gardens, 1848–1915', by 'Members of the Kingstown Club and a number of his friends'. The pond is inhabited by the tiny 'Millions' fishes (*Girardinus pæciloides*), a natural enemy of mosquito larvæ, on which they feed voraciously. A mahogany tree planted by Her Highness Princess Marie Louise, who visited the island in 1913, is also pointed out.

At the back of the garden is Government House, built in 1886, the residence of the Administrator of the colony.

Victoria Park is an extensive open space, surrounded by private residences at the west end of the town, devoted to cricket, football, and athletic sports.

An **Arrowroot Mill** near Kingstown can be inspected. Here the roots of the plant known to scientists as the *Maranta arundinacea* are reduced to a fine pulp which is washed with

water and then strained. The water with the arrowroot in suspension is then allowed to flow strongly along flat and shallow troughs and the starch gradually settles. At the close of the day's work it is dug out and dried. It is then packed in barrels and stored ready for export.

The Government Central **Cotton Ginnery**, within five minutes' walk of the landing-stage, is capable of ginning and baling upwards of 6,000 lb. of cotton lint per day. Seed cotton is also purchased on a profit-sharing basis from the peasantry. Work is usually in progress from December to May. St. Vincent Sea Island cotton has realised as much as 7s. 6d. per lb. of lint. This ginnery deals with nearly two-thirds of the island's crop. Adjoining is the **Grammar School** in the grounds of the Agricultural Experiment Station, with extensive and well-laid-out grounds and experimental plots. There is also a small Stock Farm attached to it, where pedigree animals are kept. At this station pupils of the Grammar School and special agricultural pupils receive instruction in practical agriculture and applied sciences.

Fort Charlotte (600 feet) upon Berkshire Hill, on the west side of Kingstown Bay, is about $1\frac{1}{2}$ miles from the capital. The road is steep, but the first part of it is quite good for motoring. Nervous visitors should, however, walk for the last 300 yards or so. An object of interest by the wayside (left) is the boundary stone between Ottley Hall Estate and the Ordnance Lands, inscribed:

To
THE MEMORY OF
MANY BRAVE
SOLDIERS
PARTICULARLY OF THE
46TH & 69TH REG. AND OF THE ISLAND MILITIA AND
RANGERS WHO FELL IN DEFENDING THIS COLONY IN THE
YEARS 1795 & 1796
THIS PILLAR
IS ERECTED ON THE BOUNDARY OF OTTLEY HALL ESTATE
AND THE GARRISON OF FORT CHARLOTTE
BY WILLIAM HEPBURN
B.O.

The 46th is now the 2nd Duke of Cornwall's Light Infantry, and the 69th the 2nd Welch Regiment.

The road crosses a bridge—formerly a drawbridge—on which Major Champion of the 21st Regiment (now the Royal Scots Fusiliers), which was stationed at the fort, was murdered by a private named Ballasty on October 13th, 1824 (*see* page 185). The assassin, having been summarily tried, was executed on the same spot.

The fort was formerly the chief defence of the island. It contained barracks for six hundred men, and had thirty-four pieces of artillery and several outworks. In 1854 the garrison was withdrawn, though one company of the 16th Bedfordshire Regiment returned in 1867 and remained for six years. Some of the old military buildings are now used to house the colony's paupers. The fort is approached by a narrow archway which gives access to the parade ground. On the right, an incline leads to the ramparts, which mounted eleven 32-pounders and two 10-inch mortars. At the rear of the parade are two powder magazines and a guard-house. Farther still, and a little lower down, are the barracks, cook-house, etc., and the large tanks which hold 50,000 gallons of water. At the extremity of the promontory there is a small bomb-proof building and a reserve tank to hold 10,500 gallons of water. A splendid view of Kingstown, the southern part of the island, and several of the islets in the Grenadines, can be obtained from the citadel.

The old officers' quarters at **Low Point**, about 400 feet below and to seaward of the fort, have been converted into a home for consumptives.

At **Edinboro Bay** ($\frac{1}{2}$ mile from Kingstown) a group of bungalows occupies the site of the old Commissariat stores; from there to Low Point is a charming lane known as the **Lovers' Walk**.

An extensive view of a large part of the island, with its mountains and valleys covered with rich tropical vegetation, can be obtained from **Mount St. Andrew** (2,600 feet), which dominates Kingstown, and is the final elevation of the backbone of mountains traversing the island from north to south. An early start should be made, and the best plan is to obtain horses and ride as far as **Cavalries** (about 1,000 feet), proceed-

ing thence on foot. Guides can be hired for a small fee either in Kingstown or Lowman's village (2 miles), which is passed on the way; the time usually taken to reach the summit is two hours. In the neighbourhood of Cavalries the unique Soufrière fern, which resembles the British stag-horn moss (*Lycopodium clavatum*), is found.

At Villa ($3\frac{1}{2}$ miles from Kingstown) is the **Aquatic Club**, where excellent sea bathing can be enjoyed.

Calliaqua ($\frac{1}{2}$ mile farther) has a population of 9,000. Almost 200 yards from the mainland to the south-west of it is **Young's Island**, now a quarantine station. It can be reached from Kingstown by boat (one hour), or by road to Calliaqua, and thence across the narrow straits by boat. The island was once the property of Sir William Young, Governor of the colony, who acquired it from the Carib Chief. Returning from England, Sir William Young was welcomed by the Chief, who was loud in his praise of a black charger which the Governor had brought out with him. Thereupon Sir William, with gallantry, said: 'It is yours!' and the Chief taking him at his word mounted the charger and rode off. On another occasion Sir William was standing with the same Carib Chief on the gallery of Government House, then near Calliaqua, and expressed his admiration of the small island off the shore. The Carib Chief, to whom it then belonged, at once said, 'Do you like it? It is yours!' and Sir William Young, remembering his charger, had no compunction in accepting the gift.

Fort Duvernette, on a great mass of rock rising 260 feet from the sea, about 50 yards from Young's Island, is a conspicuous object. Its old guns, dating from the reigns of George II and III, are still in their places, and on the summit are the remains of the old barracks, tank, and magazine, which are reached by steps partly cut in the rock and partly made of masonry.

A pleasant drive or walk can be taken to **Dorsetshire Hill** to the north-east of Kingstown and to the head of the Kingstown waterworks below Mount St. Andrew, whence the view is superb. The route is along the lane past the west end of the cathedral. The reservoir, 1,500 feet above Kingstown, is

supplied from Mount St. Andrew, and has a capacity of 600,000 gallons of water.

Dorsetshire Hill, on which there used to be barracks, was the scene of much fighting during the wars with the French and the Caribs. The fortifications, which consisted only of earthworks, have long since disappeared. To the north on Miller's Ridge guns still lie about on the ground.

The *Vigie*, or 'Look-out', a high ridge about 6 miles to the north-east of Kingstown, can be reached on horseback or on foot. It was once fortified, and was the scene of several engagements between the English and the French with their Carib allies, in the war of 1795-6. The Caribs' camp was on the *Vigie*, which they protected with sugar hogsheads filled with earth.

Enjoyable drives can be taken along the leeward road to **Buccament Valley** (6 miles), and up the *Vigie* road, which witnessed fierce fighting during the Brigands' War, to the **Mesopotamia Valley** (9 miles) on the windward side.

The road to the latter turns inland from the coast-road to Arno's Vale (2 miles)—thence along the *Vigie* road, which was the scene of fierce fighting during the Carib war. The coast-road is regained near Argyle (*see* page 193).

If time permits, an expedition should be made to the **Soufrière**, the volcano (4,048 feet) situated at the northern end of the island which suddenly burst into violent eruption on May 7th, 1902, a day in advance of Mont Pelé in Martinique, after being quiescent since 1812, and continued in a state of activity until March 1903.

The ashes from the volcano were carried by an upper current of air for over a hundred miles and fell profusely on Barbados, where they caused much astonishment. A similar phenomenon was witnessed during an earlier eruption in May 1812, when the ashes were called by the Barbadians 'May Dust'. The earliest recorded eruption of **Soufrière** was in 1715.

The usual plan adopted by visitors who wish to see the crater is to leave Kingstown by the Government launch, which starts each day at 3 p.m. for **Chateaubelair** (22 miles), calling *en route* at the small leeward towns of Layou (8 miles) and Barrouallie (12 miles), the principal town of the first

French planters, which suffered severely from the eruption of 1902. It arrives at 6 p.m., after giving the passengers an admirable view of the forest-clad hills of the island and the narrow valleys which run down to the sea. Previous to starting, however, the permission of the chief of police should be obtained for the use of the Government Rest-Rooms at the police barracks in Chateaubelair, a former stronghold of the Caribs, where there is usually accommodation for two or three persons, for which a nominal charge is made. On arrival at Chateaubelair, a guide and boys to carry baggage should be secured, and arrangements made for a boat to row as far as the Wallibou River (25 miles), from which point the ascent is begun. Starting at sunrise on the following morning from the rest-room one can reach the crater within three hours. On the way, the ruined buildings of 'Richmond' and 'Wallibou' estates can be seen, and also the former site of Richmond village (24 miles), which was completely effaced and was the scene of the loss of many lives. On reaching the lower lip of the crater, one has a fine view of the devastated area and also of other parts of the island, besides the large crater lake. The return journey from Chateaubelair can be made by the launch, which leaves each morning and reaches Kingstown in about four hours. By those who do not care for a long day in an open boat at sea, the Soufrière can be approached by road on horseback; but four or five days must be allowed for the journey, and arrangements for accommodation *en route* have to be made beforehand.

The **Falls of Baleine**, an attractive cascade at the extreme north of the island near the foot of the Soufrière, can be reached by canoe in just over an hour from Chateaubelair, but the sea is apt to be rough in this neighbourhood.

All round the southern end of the island, down the Palm Avenue, across Arno's Vale (1 mile), and through the little town of Calliaqua (4 miles), winds the great road to **Georgetown** (22 miles) on the eastern or windward coast, by which the prosperous planters of the fertile Carib country used to communicate with Kingstown. By motor-car the expedition to Georgetown can now be made in a few hours. After rounding the southern corner of the island the road passes the

ruins of the old French sugar-works on what was formerly Prince Polignac's estate, **Argyle** (9 miles), and all along the windward coast are seen the ruins of the once famous plantations, which to some extent owed their fertility to the outbreaks of the Soufrière in previous centuries.

St. Vincent has mineral springs at **Belair** and at **Marriaqua**. The former is 2 or 3 miles from Kingstown, and is easily reached by the public road which runs through the centre of the island. The latter is about 9 miles distant in the valley of the same name. In the middle of the pass leading to the valley a sculptured stone of great antiquity is shown. The rude chisellings—believed to have been the work of the aboriginal Carib inhabitants—represent four heads with strange head-dresses. Below one of them is a trident-shaped symbol. There are also strangely sculptured stones at the Villa, Buccament Valley, Barrouallie, and Petit Bordel Estates.

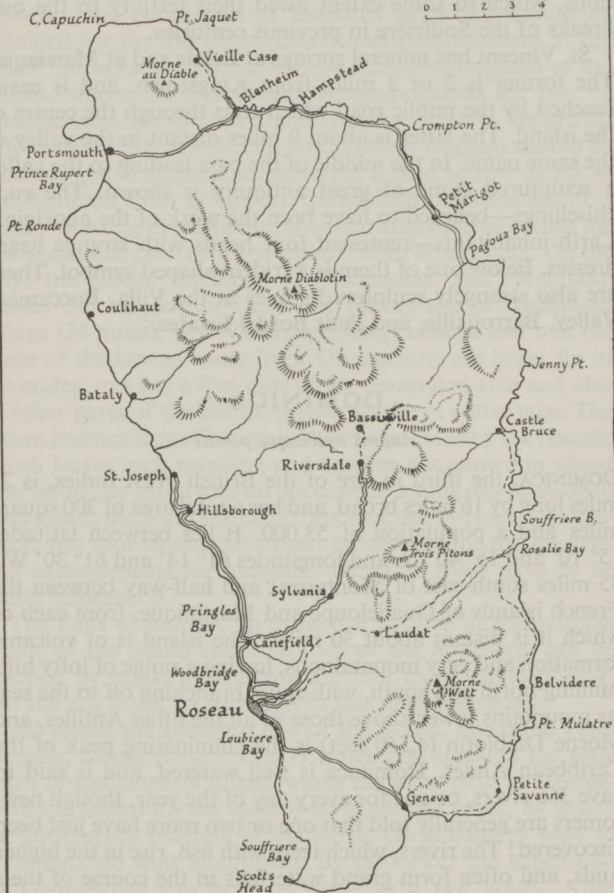
DOMINICA

Animis opibusque parati

DOMINICA, the third in size of the British West Indies, is 29 miles long by 16 miles broad, and has a total area of 300 square miles and a population of 53,000. It lies between latitudes 15° 10' and 15° 40' N. and longitudes 61° 14' and 61° 30' W., 85 miles south-east of Montserrat and half-way between the French islands of Guadeloupe and Martinique, from each of which it is distant about 30 miles. The island is of volcanic formation and very mountainous, having a range of lofty hills running north and south, with spurs branching off to the sea. Its mountains tower above those of all the other Antilles, and Morne Diablotin (4,550 feet) is the culminating peak of the Caribbean Andes. Dominica is well watered, and is said to have 365 rivers, or one for every day of the year, though newcomers are generally told that one or two more have just been discovered! The rivers, which teem with fish, rise in the higher lands, and often form grand waterfalls in the course of their journey to the sea. The principal are the Layou and Pagoua, which nearly intersect the range of mountains in the middle

DOMINICA

== Motor Roads
 --- Secondary Roads
 Miles
 0 1 2 3 4



of the island. At this part, the range resolves itself into undulating country of some 20,000 acres in extent, varying from 200 to 1,500 feet in height, called the Layou Flats, which is reached by the Imperial Road.

Roseau, the capital, on the leeward side of the island, has only an open roadstead, but Prince Rupert's Bay on the west coast, near the north of the island, is a fine natural harbour. It is protected by two hills—the Cabrits—at the end of a promontory on the north, once strongly fortified. William Gifford Palgrave, the great writer and traveller, who visited Dominica in 1876, considered that its natural beauty surpassed that of any island in the eastern or western tropics.

In the wild grandeur of its towering mountains, some of which rise to five thousand feet above the level of the sea; in the majesty of its almost impenetrable forests; in the gorgeousness of its vegetation; the abruptness of its precipices, the calm of its lakes, the violence of its torrents, the sublimity of its waterfalls, it stands without a rival, not in the West Indies only, but, I should think, throughout the whole island catalogue of the Atlantic and Pacific combined.

INDUSTRIES. Coffee was the staple of the early French settlers, and the industry prospered until the end of the eighteenth century, when the plantations were ruined by blight. Sugar proved an unsatisfactory substitute and to-day insufficient is produced to meet local requirements. When the price of sugar fell to an unremunerative level the planters, under the lead of Dr. John Imray, turned their attention to other industries and the products of the lime tree (*Citrus medica* var. *acida*)—including green and pickled limes, lime juice, essential oil, and otto of limes. As a lime-producing island Dominica is now far ahead of Montserrat. While lime products are the principal exports, it is expected the leading place will soon be taken by bananas as a result of the fifteen-year contract with Antilles Products, Ltd., for the purchase of all bananas of the Lacatan variety (resistant to Panama disease—see page 450). Good progress has been made, and the construction of an adequate road system should facilitate rapid development of this industry. The Colonial Development and Welfare Act has provided financial assistance for the operation of demonstration stations for the benefit of the peasantry, while the Colonial Development Corporation is interested in citrus expansion, notably oranges and grape-

fruit. Cacao, coco-nuts, and vanilla are other exports. Rum is distilled for the local market. A Forest Service has been created for the exploitation of the island's timbers.

CLIMATE. The climate of Dominica, always healthy, is at its best from the end of October until the beginning of June. The temperature on the seaboard varies from 70° Fahr. to 90° Fahr., but in the hills it frequently falls as low as 60° Fahr. The rainfall varies considerably, being about 80 inches in some parts and over 250 inches in others. During the winter months there is an almost constant sea-breeze, and the nights are nearly always cool. The climate is specially suited to people with a tendency to pulmonary complaints. For many years no cases of typhus, enteric, or scarlet fever have occurred, and white residents enjoy remarkable longevity.

HISTORY. Dominica owes its name to the fact that it was discovered by Columbus on a Sunday (the Spanish *Domingo*)—November 3rd, 1493. The island was included in a grant made by Charles I to the Earl of Carlisle; but every attempt to subdue the original Carib inhabitants having failed, it was agreed by the Treaty of Aix-la-Chapelle, in 1748, that Dominica, St. Vincent, St. Lucia, and Tobago should be neutral, and that the Caribs should be left in undisturbed possession of them. In spite of this arrangement the French, attracted by its great fertility, settled in the island and established plantations, but Dominica was wrested from them by the English in 1759, and assigned to Great Britain by the Peace of Paris in 1763. The French lands were surveyed and sold by Commissioners in London in lots for £312,092.

In 1778 the island was invaded by a French force from Martinique under the Marquis de Bouillé, and the garrison capitulated on September 7th, after a stubborn resistance. The French troops marched into Roseau 'in most regular and solemn order, the drums beating a slow march, and the French soldiers, with small boughs and flowers in their hats by way of laurels, with assumed fierce countenances as they came by our small force, seemed to threaten it with instant dissolution'.

Matters became critical for the English, and island after island fell into the hands of the French; but Rodney saved the situation by defeating de Grasse in the Battle of the Saints on April 12th, 1782 (see page 203), and Dominica, and the other captured islands, with the exception of Tobago, were restored to Great Britain by the Treaty of Versailles in the following year. The inhabitants were greatly elated at the restoration of British rule, and were so eager to assist in hoisting the Union flag that they nearly pulled down the flagstaff by the force of their numbers.

The French republican, Victor Hugues, invaded the island with a force from Guadeloupe in 1795, but he was beaten off, and the only other attempt to seize it was in 1805, when 4,000 French soldiers under General La Grange landed, and, covered by an overwhelming fire from the ships, captured Roseau, the British Governor, Brigadier-General Prevost, effecting an orderly retreat to the fort at Prince Rupert's Bay at the north. But the task of reducing the colony proved too much for the invaders, who after burning Roseau—accidentally, it is stated—and exacting a payment of £12,000 from the inhabitants, withdrew after five days, having vainly summoned the Governor to surrender, and sailed to Guadeloupe. The House of Assembly voted General Prevost 1,000 guineas for the purchase of a sword and a service of plate; the Patriotic Fund gave him £100 for a sword, and £200 for a piece of plate, and he was also presented by The West India Committee with a piece of plate of the value of three hundred guineas in recognition of the 'distinguished gallantry and high military talents which he displayed on this occasion'. On his return to England he was created a baronet. The centenary of this period, which is still spoken of locally as 'La Grange', was celebrated in Dominica in 1905, when an exchange of courtesies by cable took place between the officers of the Duke of Cornwall's Light Infantry, which formed part of the defending force (the rest consisting of the Royal Artillery, the 1st West India Regiment, and the Colonial Militia), and the Administrator of the island. A regimental dinner was held in honour of the occasion, at which plate presented to the regiment by the grateful colonists was used.

CONSTITUTION. Dominica, on January 1st, 1940, ceased to be a Presidency of the Leeward Islands and became a separate colony under the Governor of the Windward Islands. As in the other members of this group, the Government is conducted by an Administrator assisted by an Executive Council. When the Governor is present in the colony, the Administrator becomes the senior member of the Council. Dominica was made a Crown Colony in 1898. In 1925, the elective principle was introduced. The Government is now organised on similar lines to that of St. Lucia and St. Vincent, with an elected majority (adult suffrage) in the Legislative Council.

HOTELS. These include *Kingsland House*, *Hotel de Paz*, *Cherry Lodge*, and comfortable boarding-houses in *Roseau*.

COMMUNICATIONS. Dominica can be reached from England *via* Barbados, Guadeloupe, or Martinique. Banana boats also have limited accommodation. Canadian National and Alcoa freighters

provide limited passenger accommodation from Canada. British Guiana Airways operate an air service to Barbados.

There is a **Motor-launch** service between Roseau and other coastal points. Special trips can be arranged. Motor roads are limited, but **Motor-cars** can be hired in Roseau; charges should be settled beforehand. There is a Tourist Development Committee available for consultation.

SPORTS. Cricket, Football and Lawn-tennis are the principal amusements, and there are clubs devoted to each, to which visitors are admitted if introduced by members. **Shooting** can be had. Wild pig are occasionally found in the interior; also agouti and opossum. There is fair river and sea **Fishing**, and excellent river **Bathing**.

CLUBS. The **Dominica Club** and the **Union Club** are open to visitors. The **Free Library**—the gift of Andrew Carnegie—opened in 1906, overlooking the sea, is also accessible to visitors.

SIGHTS. **Roseau** (population 10,000), the capital of Dominica, is situated on the leeward coast at the mouth and on the left bank of the Roseau River. Behind it tower the highest mountains in the Lesser Antilles.

Passengers land at the Customs Jetty on Bay Street, the principal business quarter. Here are the **Women's Home Industries** Institution, where needlework and curios can be purchased, the **Tourists' Information Bureau**, where guides can be engaged and motor-cars hired, and the **Post Office**. Behind the latter is the **Market**. **Barclays Bank** is in Long Lane, the **Royal Bank** in Old Street, and the **Cable Office** in Hanover Street. Beyond the Post Office a road ascends by a gentle gradient for about one hundred yards to a plateau on a low cliff. Here on the right is Fort Young, built in 1775, and now used as the Police Barracks, and opposite to it **St. George's Church**, erected in 1820, to replace one destroyed by a hurricane in 1818. To the rear of the church is **Government House**, the residence of the Administrator, which is sandwiched between it and the **Cathedral of the Assumption**, completed in 1841, but since extended.

Opposite the grounds of Government House is the **Free Public Library**, a gift of the late Andrew Carnegie (on the wall of which, facing Government House, is a bronze tablet to the memory of Dominicans who fell in World War I), and the **Victoria Memorial Museum**.

Over the Bench in the **Court House**, opposite the Museum, are the tattered colours and drums of the Royal Regiment of Dominica, which earned the designation 'Royal' by its gallant defence of the island when it was invaded by the French in 1805 (see page 197).

The **Botanic Garden** is without a doubt the chief attraction of Roseau. Established in 1891, it is picturesquely situated at the foot of the precipitous Morne Bruce, and occupies 40 acres of what was previously part of Bath estate, which adjoins it. The main entrance is on the right-hand side of the road from the town up the Roseau Valley. The garden is the most luxuriant and beautiful of its kind in the West Indies. It contains specimens of almost every known variety of tropical plant, both economic and ornamental. An official guide to the garden can be purchased. Adjoining the main gate to the garden on the Bath Road is the **Convent of the Faithful Virgin**.

From the garden the historic plateau of **Morne Bruce** (500 feet) can be reached by a steep path known as Jack's Walk. It is also accessible by motor-car. In the eighteenth century this position was strongly fortified and it had 'several fine batteries, with one for mortars, commodious barracks, and several blockhouses'. It now enjoys the reputation of being haunted, and it is said that on dark nights you may hear the tramping of phantom troops and the sound of bugle calls in the neighbourhood. In the military burial-ground, in a hollow, just beyond the old barracks, is a stone vault surrounded by railings, in which lies 'Alexander Trotter of Tidenham Chase, Gloucestershire, Assistant Commissary General who died 26th January 1852'.

Light meals and refreshments can be obtained at the Morne Refreshment Rooms.

The **Waterfalls**, about 5 miles up the Roseau Valley by motor-car to Copt Hall, and thence on foot for three-quarters of an hour, are very attractive in their setting of titanic rocks and dense tropical foliage.

On the opposite side of the river are the **Sulphur Springs**, on Wotton Waven estate (45 minutes by car from Roseau). Care should be taken in moving about among the mud-pools and hot springs, as the surface of the ground is apt to be treacherous.

The longest drive that can be taken is up the **Imperial Road**, which turns inland from the coast road north of Roseau, near Canefield estate. It was constructed in 1899 at a cost of £15,000 provided by the Imperial Government in order to open up the Layou Flats, a series of plateaux from 500 to 1,000 feet above the sea, for long regarded as Dominica's Promised Land. The road—a wonderful piece of engineering—winds its way up to Bassinville (18 miles), where it comes to a dead end. It has several hairpin turns and commands glorious views from Sylvania of the forest-clad mountains, and from Lancashire down the Layou Valley to the sea. At the highest point is Riversdale.

The drive over the mountains to **Grand Bay** on the Atlantic is an exhilarating experience. The road runs south through the suburb of Charlotteville or Newtown to Loubière (2 miles).

At Loubière the road turns inland for two miles to Snug Corner, where the ascent to Bellevue (1,700 feet), the summit of the pass ($5\frac{1}{2}$ miles), begins. In places it almost overhangs precipices so steep that one is amazed that the forest trees can find a foothold on them. The scenery *en route* is magnificent, and visitors are afforded the opportunity of seeing at its best the luxuriant vegetation of the virgin forests untouched by man and as Columbus saw it. From Bellevue the road descends for $3\frac{1}{2}$ miles past Geneva estate to Grand Bay, where the beach of great rounded stones is lashed by the breakers of the Atlantic. On old maps this bay is called Colebrook Bay.

Another expedition which gives the visitor an insight into the wonders of tropical scenery and vegetation is the ride on horse-back (2 hours), or the walk ($2\frac{1}{2}$ hours) through the Roseau Valley, to the **Freshwater Lake**, which occupies an extinct crater 3,000 feet above the sea-level.

The birds of the West Indies have been decimated by the mongoose, which was introduced in the 'seventies, but in the course of this ride one hears many strange notes, and in marked contrast to the droning of the humming birds is the funereal whistle of the Siffleur Montagne, a bird of brilliant red and blue plumage, only found in high altitudes in Dominica.

The lake is feared by the Negroes. Some believe it to be

bottomless, and connected by an underground channel with a certain part of the sea between Pointe Michel and Soufrière called l'Abîme or l'Abys. They declare that this theory must be correct, as a brave Carib chief once dived into the lake, and reappeared at l'Abîme. Others allege that a mermaid lives in the water, and that she will assuredly drag them to her submarine home unless they devoutly cross themselves and utter certain incantations! The origin of such tales is probably traceable to the legend related by Oldmixon as far back as 1708. The natives, he said, tell all strangers

... a strange Tale of a vast monstrous Serpent, that had its Abode in the before-mentioned Bottom (an inaccessible Bottom among the high mountains). They affirm'd, there was in the Head of it a very sparkling Stone, like a Carbuncle of inestimable Price; that the Monster commonly veil'd that rich Jewel with a thin moving skin, like that of a Man's Eyelid, and when it went to drink or sported itself in the deep Bottom, it fully discover'd it, and the Rocks all about receiv'd a wonderful Lustre from the Fire issuing out of that precious Gem.

The visitor should proceed to the famous **Rosalie View**, even if he does not descend the narrow road to Rosalie itself. Here is one of the most magnificent vistas in the West Indies. From a foreground of tall forest trees, tree-ferns, and a wealth of tropical foliage, stretch eight or nine miles of densely wooded valley and mountain, ending in the dim and blue distance with the surf-fringed shore of Rosalie Bay on the windward coast.

A visit to the **Boiling Lake**, which was rediscovered many years ago by a party of three, headed by the late Dr. (afterwards Sir) Henry A. Alford Nicholls, C.M.G., is a more serious undertaking. The lake is really an active volcano, and may be described as a small geyser of boiling sulphur, about 300 feet long by 200 feet wide. The journey to it is arduous, and not unattended with risk. Visitors to the lake usually camp out in the woods or sleep at the village of Laudat overnight, in order to enable them to begin the more difficult part of their journey in the early morning. Two mountains, each about 3,000 feet high, have to be traversed, and the descent of the

second of these, Morne Nicholls, is extremely dangerous, especially in wet weather, when the slightest slip may land one in a boiling spring at the bottom.

Having safely negotiated these mountains, one reaches the 'Valley of Desolation'. Rightly has it received this appellation, for a more desolate locality it would be hard to find! Its chief characteristic is a number of springs of a variety of colours—coffee-coloured, red, black and ashy-grey. After an hour's steady walking and climbing over gargantuan boulders, the lake itself is reached. The sight is awe-inspiring. Frequently a rumbling is heard, and a large column of water is ejected to a height of 10 feet, while periodically the whole of the lake is emptied by means of some subterranean channel. Palgrave, who visited the lake in 1876, described the phenomenon in these terms in his essay 'West Indian Memories' published in his *Ulysses* in 1887:

Fenced in by steep, mostly indeed perpendicular banks, varying from sixty to a hundred feet high, cut out in ash and pumice, the lake rages and roars like a wild beast in its cage; the surface, to which such measurements as we could make assigned about two hundred yards in length by more than half the same amount in breadth, is that of a gigantic seething cauldron covered with a rapid steam, through which, when the veil is for a moment blown apart by the mountain breeze, appears a confused mass of tossing waves, crossing and clashing in every direction—a chaos of boiling waters. Towards the centre, where the ebullition is at its fiercest, geyser-like masses are being constantly thrown up to the height of several feet, not on one exact spot, but shifting from side to side, each fresh burst being preceded by a noise like that of cannon fired off at some great depth below; while lesser jets often suddenly make their appearance nearer the side of the lake.

In 1805, when Dominica was invaded by the French under General La Grange, General Prevost, the Governor, executed a forced march to **Portsmouth**, at the north-west end of the island. To-day that village—it is little more—can only be reached by launch, which performs the journey to Prince Rupert's Bay, on which it stands, in 2½ hours.

Off the leeward coast is Rodney's Rock, on which one of

the French ships left her bones after the Battle of the Saints.¹

Island after island had fallen into the hands of the French, who were contemplating an immediate descent upon Jamaica, and the outlook was black indeed when on February 19th Sir George Rodney arrived at Barbados. He proceeded to Gros Îlet Bay, Saint Lucia, where he was kept informed by a chain of frigates and look-outs on Pigeon Island of the movements of de Grasse, who was lying in Fort Royal Bay, Martinique. On April 8th a preliminary engagement took place between Sir Samuel Hood and the French admiral. Four days later, on the eventful April 12th, one of de Grasse's vessels, which had lost her foremast and bowsprit, was being towed into Guadeloupe by a frigate when Rodney gave chase. De Grasse at once formed his line of battle. Rodney recalled his chasing ships and followed suit. An engagement soon became general. This was at 7 a.m. and at 11 the breeze freshened, and Rodney and Hood closed up with the enemy's van. The opposing fleets were in single line ahead on parallel but opposite courses, when Rodney, seizing his opportunity, executed the brilliant manœuvre, famous ever after, of breaking the enemy's line. By thus dividing the enemy's fleet into two portions which could not afford mutual support he secured a complete and signal victory. With his flag flying in the *Formidable* (90 guns) he bore up to engage the French flagship, *Ville de Paris*, sinking on his way the *Diadème* with a single broadside. Before he could reach her, however, the *Ville de Paris* was compelled to yield to the *Barfleur*, de Grasse fighting gallantly to the last, until only he himself and two unwounded men remained on the upper deck. This was at 6.30 p.m. The English lost 261 killed and 837 wounded; while of the French no fewer than 14,000 were accounted for as killed and wounded.

In this memorable engagement, which secured to England her West Indian Colonies, the English fleet was slightly superior in numbers, consisting of thirty-six ships and 2,640 guns, compared with thirty-four ships and 2,500 guns of the French, but the latter carried an extra complement of 5,500 men and a complete train of battering guns and field pieces

¹ A detailed account of the 'Battle of the Saints' is given in *West Indian Tales of Old*. London: Duckworth & Co.

for the conquest of Jamaica. The *Ville de Paris*, a magnificent three-decker of 2,300 tons and 110 guns, which was the gift of the City of Paris to Louis XV, and cost £176,000—no small sum for a single ship of those days—was sent home by Rodney as a prize with five others, and with three of his own ships which had been seriously damaged, under the command of Admiral Graves; but unfortunately she and the *Glorieux* went down in a hurricane with all hands. A florid clock from the superb French vessel, the solitary hand of which was moved by the sentry on duty, can be seen at the Museum of the Royal United Services Institution in Whitehall.

Rodney reached England on September 21st, 1782, and was at once raised to the Peerage and granted a pension of £2,000 a year for himself and his successors (which was compounded only a few years ago), in addition to the similar amount which he was receiving as a reward for having defeated De Guichen off Martinique in 1780. He died on May 21st, 1792, and a monument was erected to his memory at the nation's expense in St. Paul's Cathedral.

In the market-place at **Portsmouth**, at the head of Prince Rupert's Bay, is an old stone structure, about four feet square, in a fair state of preservation. It is commonly called Prince Rupert's tomb, but it is said to be that of Lord Cathcart, who died at sea while on a military expedition and is alleged to have been buried here. In 1887 it was opened by some enterprising midshipmen in the presence of the late Sir Clements Markham, who was the guest of his cousin in the *Active*, but no vestige of any remains was found. On the old War Office plan, dated 1771, by Robert George Bruce and Nathan Marshall, engineers, it is marked as Lord Cathcart's monument. On the Cabrits, the hills forming the north arms of the bay, are the Governor's former residence and the military buildings erected probably in 1770. Nelson, when on the West Indies Station in the *Boreas*, frequently put into this harbour for wood and water.

Motor-buses meet the launch at Portsmouth and take passengers to **Marigot**. From there the **Carib Settlement** (11 miles) can be reached on horseback. The Caribs live their own life and have their own 'King' who holds sway over their

settlement. When the Prince of Wales (afterwards King Edward VIII and now Duke of Windsor) visited Dominica on September 26th, 1920, King Corette Jules and his suite went over to Roseau to greet His Royal Highness. King Jules was succeeded by a Carib rejoicing in the name of 'Jolly John'.

Permission can readily be obtained to visit lime and cacao estates, and many profitable days can be spent in exploring the virgin forests which still cover a great part of this beautiful island.

CHAPTER VIII

THE LEEWARD ISLANDS

A West Indian Federal Colony

THE name Leeward Islands, formerly a geographical designation (*see* page 1), is now applied to the British Colony comprising four Presidencies, namely: Antigua (with its dependencies, Barbuda and Redonda); St. Kitts, Nevis, and Anguilla; Montserrat; and the Virgin Islands, which were federated by an Act of the Imperial Parliament (34 & 35 Vic. c. 107) in 1871. Their total area is 422 square miles and the seat of government is Antigua.

ANTIGUA—pronounced ‘Anteega’—which is situated in latitude $17^{\circ} 6' N.$ and longitude $61^{\circ} 45' W.$, about 40 miles east of Nevis, the same distance north of Guadeloupe, and 27 miles north-east of Montserrat, has an area of 108 square miles and a population of 45,611. The island is oval, and has three distinct characteristics. In the south and south-west it is volcanic and mountainous; in the north and north-east it is of coral formation, the soil being composed of calcareous marls and coarse sandstone, while the central part is flat and of clay formation. The island has properly speaking no rivers. The shores are lined with coral reefs, but the island has many natural harbours. The most notable of these are St. John's Harbour on the north-west (two miles long and three-quarters of a mile in breadth), English and Falmouth Harbours at the south, Willoughby Bay in the south-east, and Parham Harbour on the north coast. St. John's, the capital (population about 10,000), stands at the northern end of the leeward coast at the head of the harbour of the same name. The island is divided into six parishes: St. John, St. Peter, St. Philip, St. Mary, St. Paul, and St. George.

INDUSTRIES. Sugar is the mainstay of Antigua. In 1950 the sugar crop amounted to 30 680 tons of raw (grey crystals) sugar

manufactured by the modern Antigua Sugar Central, together with some 400 tons of muscovado manufactured at the small Montpelier factory (*see* page 445 for a description of muscovado sugar). Sea Island cotton is cultivated and there are several ginneries (*see* page 453). Handicrafts are being encouraged. Small quantities of fruit and vegetables are raised.

CLIMATE. Antigua is subject to severe droughts, and the average annual rainfall is as low as 46 inches. The soil is, however, very retentive and the crops thrive well, in spite of that disadvantage. It is recorded that in 1731 the scarcity of water was so great that a pailful of that precious liquid was sold for three shillings! Water supplies constitute one of the island's biggest problems; not only are they inadequate but the distribution system is badly in need of expansion and maintenance. The Administration is actively engaged on the problem. The main sources are a miscellaneous collection of impounding reservoirs, catchments, wells, springs, tanks, and ponds. St. John's, the capital, is provided with a chlorinated piped service, but droughty conditions can seriously affect it. In the winter months the climate is healthy, and the temperature ranges from about 68° to 82° Fahr.

HISTORY. Columbus discovered Antigua on his second voyage in 1493, and named it after Sta. Maria la Antigua, a church in Seville. It was visited by some Spaniards under Don Antonio Serrano in 1520, and in 1629 d'Esnambuc, the captain of a French privateer, made an abortive attempt to settle the island, but was driven away by want of water, and it was not colonised until 1632, when some English from St. Kitts under Edward, son of Sir Thomas Warner, established themselves there. During the Commonwealth it remained Royalist, and was included with Virginia, Barbados, and Bermuda in the Imperial Act of 1650, which prohibited trade with those dependencies on account of their hostile attitude towards the Government. Francis, Lord Willoughby of Parham, lessee of the patent left by Lord Carlisle to his son, visited the Leeward Islands from Barbados in 1650, and encouraged the inhabitants to resist the Commonwealth. He was compelled to relinquish the government of the islands in 1652, but he returned in 1663 after the Restoration, and governed until 1666, when he was lost at sea. In that year French troops, reinforced by Irish malcontents and Caribs, landed at Five Islands Bay and took possession of the island; but in 1667 it was ceded to England by the Treaty of Breda, and the Government was entrusted to Lord Willoughby's brother, William, 6th Lord Willoughby of Parham.

A few years after the cession of the island there were only 500

black people in it, while a hundred years later the population included 37,808 slaves, 1,230 free people of colour, and 2,590 whites. In 1689 the inhabitants of Anguilla sought refuge in Antigua, which was defended from the incursions of the French and Indians by Sir Timothy Thornhill and a body of troops. The notorious Mr. Parke became Governor in 1706. Violent dissensions arose between him and the populace, but he refused to resign and was at length killed by a riotous mob on December 7th, 1710.¹

CONSTITUTION. In keeping with modern trends towards a greater measure of self-government in the Caribbean area, there have been several important changes since, by Act of Parliament in 1871, one Executive and one Legislative Council for the Presidencies (now four) were constituted. The colony now has a Federal Executive Council and a General Legislative Council, while each Presidency has an Executive and a Legislative Council. These Councils have concurrent legislative powers with the General Legislative Council on specified subjects, so far as their Ordinances are in no way inconsistent with the Acts of the latter. The normal duration of each Legislative Council is three years. There is one Governor of the entire group, who is represented by an Administrator in each of the two Presidencies of Antigua and St. Kitts-Nevis-Anguilla; and a Commissioner in each of Montserrat and the Virgin Islands. Hitherto, official members were in the majority in these various Councils but, recently, adult suffrage has been granted and provision made for elected majorities. Antigua is the official residence of the Governor, who makes annual visits to the other Presidencies where, for the time being, he administers the Government of the Federal Colony.

HOTELS. The *Antigua Beach Hotel* at Hodges Bay, 6 miles from St. John's, is comfortable and modern; 22 bedrooms, each with balcony, shower bath, etc. It has a good bathing beach. There are two smaller hotels: the *Kensington* in the city of St. John's, and the *Happy Acre* half a mile outside. Houses, furnished or unfurnished, are difficult to get.

COMMUNICATIONS. The steamer services with the group as a whole are irregular and direct ocean communication for passengers limited. The most reliable opportunities are *via* Barbados or Trinidad by ships of the Fyffes, Royal Netherlands, and French Lines for Europe and the United Kingdom. Steamer communication with Canada and the United States is being rendered uncertain by the withdrawal by the Canadian National service of their 'Lady'

¹ A chapter is devoted to the misdeeds and fate of Governor Parke in *West Indian Tales of Old*. London: Duckworth & Co.

boats. Limited accommodation will continue to be available by this Line's freighters and those of the Alcoa Line. A Government **Launch** and private **Launches** carry passengers between steamer and shore. **Sailing craft** ply intercolonially, supplemented by a small Dutch passenger and cargo steamer service.

Developments in air travel have, to a great extent, compensated for lack of steamer facilities. The Government has acquired from the United States authorities the Coolidge Field, which was constructed during the late war. Pan-American and the British West Indies Airways operate regular services, so there is frequent communication with points both north and south.

Antigua has a fairly extensive system of roads, and **Motor-cars** can be hired at reasonable rates, which should be arranged at time of hire.

SPORTS. Lawn-tennis, **Golf**, and **Cricket** are the chief amusements. There are links at Cassada Garden, and a good lawn-tennis club in St. John's, with excellent courts, which are the rendezvous of local society. **Boating** can be had in St. John's and Parham Harbours, while capital **Bathing** can be enjoyed from the beach below Fort James. Good sport for **Rod and Gun** can be obtained in Barbuda (*see* page 222), and deer, wild goats, rabbits, wild duck, and pigeon are found in Long and Guiana Islands.

SIGHTS. **St. John's**, the capital of Antigua, stands on gently sloping ground at the head of the spacious though shallow harbour of the same name. The town used to be defended by Goat Hill Fort on the south, and on the north by Fort James; while Rat Island, which is connected with Antigua by a narrow isthmus jutting out into the harbour, was also fortified. **Goat Hill** is historically interesting, having been the scene of one of the exploits of Prince Rupert, the third son of Elizabeth, daughter of King James I, and of Frederick V, Elector Palatine of the Rhine. The Prince, who was described by Governor Searle, of Barbados, as a 'grand pirate', in the course of his West Indian adventures arrived at Antigua with Sir Robert Holmes in 1652. Here they found two of the Parliament's ships in Deep Bay, which is only divided from St. John's Harbour by a narrow strip of land ending in Goat Hill and Ship's Stern Point. Sir Robert Holmes landed at night with a party on the St. John's side and, scaling Goat Hill, took the Fort and trained the guns on to Deep

Bay. In the morning Prince Rupert appeared at the entrance of the Bay, and sank one ship in the harbour and took the other off Montserrat. It was at Goat Hill that the French landed when they reduced the island in 1666. The fortifications—Fort Barrington, so called after Admiral Sir Samuel Barrington—were completed in 1779.

Fort James, erected on land given to Charles II by Colonel Vaughan and fortified in 1704–5, commands an extensive view. Its weather-worn foundation-stone, which was laid with full Masonic honours, a most unusual proceeding in the case of a purely military building, can still be seen. The inscription on it runs:

THIS [FIRST STONE] WAS LAID BY
[I]SAAC MATTHEW
THE RIGHT WORSHIPFULL
[THE] PROV[INCIAL] GRAND MASTER
WITH HIS [GRA]ND OFFICERS
AND
THE RIGHT W[OR]SHIPFULL THE MASTERS
AND
THE WARDENS [AND] BROTHERS
OF
THE THREE LODGES [OF F]REE AND ACCEPTED MASONS
OF ANTIGUA.
NOVEMBER 15TH, 1739

The three Lodges referred to were the 'Parham', constituted January 31st, 1737, 'Bakers', March 14th, 1738, and the 'Court House', November 22nd, 1738. The last-named was afterwards called the 'Great Lodge at St. John's in Antigua'.

Below Fort James there is a delightful **Bathing-beach** with dressing and refreshment rooms. It can be reached by boat, or by motor-car from St. John's (2 miles).

The old fortifications on **Rat Island**, which is connected with the mainland by a causeway, are now used as a signal station. They were erected in 1741, on land purchased by the Government, as barracks for the infantry stationed in the island.

St. John's is lighted by electric light, and its streets are clean. The houses are nearly all made of wood painted white.

The rather commonplace monument on the wharf was erected by the people of Antigua to the memory of the late Bishop Westerby, who died in 1888, aged 75.

The **Post Office** is on the left-hand side of the High Street, near the wharf. On the right-hand side of the High Street is a building which houses the Customs Department and the Treasury, and the Public Library and Museum. **Barclays Bank** and the **Royal Bank of Canada** are both in High Street. In Long Street at the back of Barclays Bank is the **Court House**, which accommodates the Supreme Court and (on the upper floor) the Legislative Council. On the walls of the Council Chamber are portraits of King George III and Queen Caroline, which are believed to have been painted by Sir Joshua Reynolds. Over a door at the back (north side) is an inscription recording that the Court House was rebuilt 'after the awful earthquake' of 1843 during the Governorship of Sir Charles Fitzroy, Knight of Hanover, and a mounting-block at the south gate is inscribed 'May time only level it'. Opposite the north entrance is an old Arsenal now used as a Police Station. It is surrounded by curious railings composed of ancient firelocks and bayonets.

Antigua is one of the centres of the cotton industry in the West Indies, and a visit to one of the **Cotton Factories** in Newgate Street during crop time, which extends from January to April or May, when the Sea Island cotton is being ginned, is worth making (*see* page 453).

St. John's Cathedral stands on rising ground at the head of the town, and its handsome stone fabric, which has a façade at the west end terminating on either side in an octagonal domed tower, presents an imposing appearance. It occupies the spot where the militia was stationed when the mob attacked Governor Parke (*see* page 208), and replaces an earlier building which was wrecked by an earthquake immediately after matins on Sunday, February 8th, 1843. The corner-stone was laid in 1845 and the Cathedral was opened for divine worship on October 10th, 1847, and completed in the following year. The Cathedral has an inner shell of pitch pine, making it practically two buildings, one within the other, as a precaution against damage by earthquake.

The earlier building contained many notable monuments and mural tablets, most of which were, however, destroyed by the earthquake. Of the few remaining, the most interesting is perhaps the quaint tablet on the left-hand side of the north door to the memory of Mrs. Eliza Musgrave, aged 24, who died on February 12th, 1815, as the result of a carriage accident which the sculptor has graphically portrayed in *basso rilievo*.

In the background is the animal, apparently of the carthorse breed, scampering away with the broken shafts and traces hanging around him; in the foreground is the figure of a man, kneeling and supporting in his arms a female, whose listless posture portrays the dire event. The face of the female is well executed, the features expressing acute suffering, while they tell the hand of death is upon them; but the figure is execrable in its proportions, the hand and arm being quite as large as the leg and foot of the man, if not larger.—*Antigua and the Antiguans*.

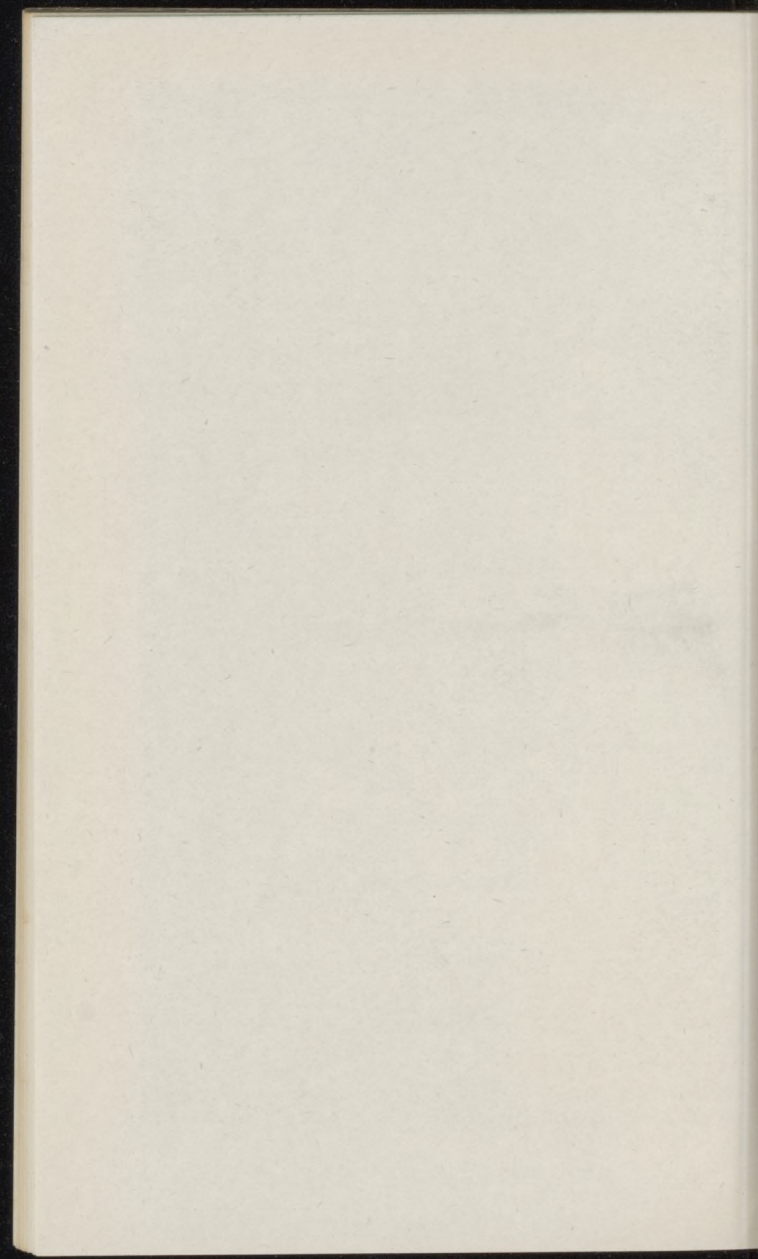
Of the elaborate monument erected to the memory of Ralph Payne, Lord Lavington, Governor of the Leeward Islands from 1771 to 1774 and from 1779 to 1807, when he died in Government House, only a few fragments remain. Lord Lavington, who was born in St. Kitts and sat in five Parliaments in England, was buried at his own request on Carlisle's estate, where his brick tomb is still pointed out in the middle of a cane-field.

In the graveyard of the Cathedral many notable inhabitants found their last resting-place, including Otto Baijer, Ashton Warner (1762), and Patrick Kirwan (1819), the perpetrator of many amusing 'bulls', whose gravestone was inscribed 'By his direction this tomb was erected'. The iron gates at the south are flanked by pillars with metal figures on them representing St. John the Baptist and St. John the Evangelist. These statues were, it is said, intended for Dominica, but the French vessel in which they were being conveyed to that island was captured by a British man-of-war, which brought them to Antigua, where they have since remained.

The roof of the Cathedral is partly maintained at the expense of the Government, who use it to collect rain-water,



ENGLISH HARBOUR, ANTIGUA, AS IT APPEARED IN 1756



which is stored in a large cistern. The Cathedral possesses some valuable plate, notable among which are two massive silver candlesticks over two hundred years old. They were the gift of one Peter Lee in 1704, and are inscribed:

DONUM DOMINI PETRI LEE AD TEMPLUM DIVI JOHANNIS IN
ANTIGUA

Government House, beyond the Cathedral and diagonally opposite the hospitable **New Club**, is an historical one-storied building, whose reception rooms must have been graced by Nelson, Hood, and other worthies, besides the Duke of Clarence. Opposite to it is the **Prison**, which occupies a building erected in 1735 for the troops. The inmates comprise long-term prisoners from all the islands of the federation. The **St. John's Training School** for boys, which has replaced Skerret's Reformatory, deserves a visit. The **Botanic Station** adorns the site of a disused quarry on the hill to the east of St. John's overlooking the harbour.

The **Central Sugar Factory** at Gunthorpe's, about $3\frac{1}{2}$ miles from St. John's, is one of the best equipped centrals in the West Indies. (An account of sugar manufacture will be found on page 443.) **Wallings Reservoir** ($1\frac{1}{2}$ hours there and back by motor-car), the main source of the island's water supply, was opened in 1901. **Fig Tree Hill** (3 hours by way of Wallings, Claremont, and St. Mary's) commands an extensive view of Guadeloupe, Montserrat, Nevis, and St. Kitts on a fine day.

Every visitor to Antigua should make the expedition to **English Harbour** and its historic dockyard, where Nelson spent much time when he commanded H.M.S. *Boreas* on the Leeward Islands Station, from 1784 to 1787.

The harbour is situated on the south coast (12 miles from St. John's; 3 hours for the excursion), and is reached by a fair motoring road. The first part of the drive is through fields of sugar-cane. **All Saints' Church** (6 miles) is passed on the left, and farther on at the foot of a steep descent is **Liberta**, one of the villages which sprang up after the emancipation of the slaves in 1834. Some little way beyond that the road enters the mountainous region and skirts the steep slopes of **Monk's Hill** (left).

On the summit of this hill are the remains of **Great George Fort**, which was erected between 1689 and 1705 as a place of refuge for women and children and the infirm in time of war or invasion. The fort mounted, according to Luffman, in his *Letters from Antigua*, '48-pounders taken from the *Four-driaunt*'.¹ The cemetery here, though ruinous, is of interest.

At the foot of the hill is the once prosperous town of **Falmouth**, now but a ghost of its former self. In the graveyard of St. Paul's Church (left) is the tomb of the Hon. James Charles Pitt, son of the Earl of Chatham, Commander of H.M.S. *Hornet*, who departed this life at English Harbour, on November 13th, 1780, aged 20 years. His epitaph reads:

THE GENIUS THAT INSPIRED
AND THE VIRTUES THAT ADORNED THE *PARENT*
WERE REVIVED IN THE *SON*
WHOSE DAWNING MERIT
BESPOKE A MERIDIAN SPLENDOUR
WORTHY OF THE NAME OF *PITT*

The graves of Brigadier-General Andrew Dunlop (a victim of yellow fever in 1804), who was descended from the family of Wallace, and Brigade-Major Vans Agnew, who died in the same year, are pointed out, and in the church there is a tablet to the memory of Lieutenant Chas. Montague Barrow, 'who commenced his military career at Waterloo and died at the Ridge' in 1835.

Beyond Falmouth the road forks. One branch ascends the Ridge; the other skirts a swamp at the head of the spacious Falmouth Harbour, and passes a few Negro huts and ruins, which are all that now remain of the once busy village of English Harbour. Conspicuous in Falmouth Harbour is Black's Point, so called because the slaves used to be landed there in the old days.

About one hundred yards from the dockyard gate are the remains of the old Commissariat Store on the left, and, on the right, an immense water catchment tank where, no doubt, the bluejackets were wont to spend their 'make and mend' hours

¹ He no doubt meant the *Foudroyant* which had been captured from the French in 1696.

of ease, for the low walls are covered with a multitude of names carved on the limestone walls. Among these is said to be that of Nelson, and near 'H.M.S. *Boreas*, 1784' are clearly distinguishable the letters ELS.

On the left of the road as it nears the dockyard is a house which was formerly the Engineers' and Draughtsmen's Office and the lead store.

The principal buildings in the dockyard stand on a flat and angular spit jutting out into the harbour with stone-faced side running sheer down into the blue water. Across the harbour is St. Helena, the first Navy yard, to the south of which is Freeman's Bay, where vessels used to shelter in the hurricane months. The entrance to the harbour used to be protected by the Horse Shoe Battery (east) and Fort Berkeley on a rocky promontory (west) with a chain boom between them.

Behind St. Helena and Freeman's Bay rise the historic Ridge and Shirley Heights. Batteries on these and on Great George Fort completed the defences of the dockyard. At the head of the harbour between Ordnance Bay (east) and Tank Bay (west) is the old Powder Magazine, near which was the hospital and graveyard. The conspicuous house on the buttressing hill to the north of St. Helena is Clarence House, which faces the Middle Ground between English and Falmouth Harbours.

Captain Francis Cooper of H.M.S. *Lyon* and Captain Del Garro of H.M.S. *South Sea Castle* were the first to call attention to the suitability of English Harbour for careening and refitting vessels on the West Indies Station. Work on St. Helena was begun in 1725. More elaborate works on the site of the present dockyard were completed in 1746, but most of the buildings which have survived successive hurricanes and earthquakes are of later date. The dockyard was abandoned in 1889, but the harbour was still used by men-of-war until about 1895, and for many years the inter-colonial steamers of the Royal Mail Steam Packet Company made it their port of call in Antigua.

Just inside the dockyard gates is the Guard House (where visitors can obtain Sir Reginald St.-Johnston's admirable little guide), at the back of which is the store for paint and pitch used for caulking ships. To the north behind the dockyard

wall are the stout stone columns which once supported the roof of the boathouse. On the right of the dockyard gates is the Porter's Lodge with, behind it, the Engineers' Workshop and Blacksmith's Forge. Near by are the Master Shipwright's House and a large saw-pit, adjoining which is the Admiral's House, restored at the instance of Sir Reginald. The original furniture was sold when the dockyard was abandoned by the Admiralty in 1906, but some characteristic pieces were recovered from villages round about, and these and some interesting old engravings and plans give the house a pleasant old-world atmosphere.

On the walls of the Master Shipwright's Office is a tablet to the memory of John Baxter, who opened the first Methodist Chapel in Antigua in 1783. He went out to the island in 1778 from Chatham to work as foreman caulker, and thereafter he devoted his evenings and spare time to ministering to the people, by whom he was greatly beloved. He died in 1805.

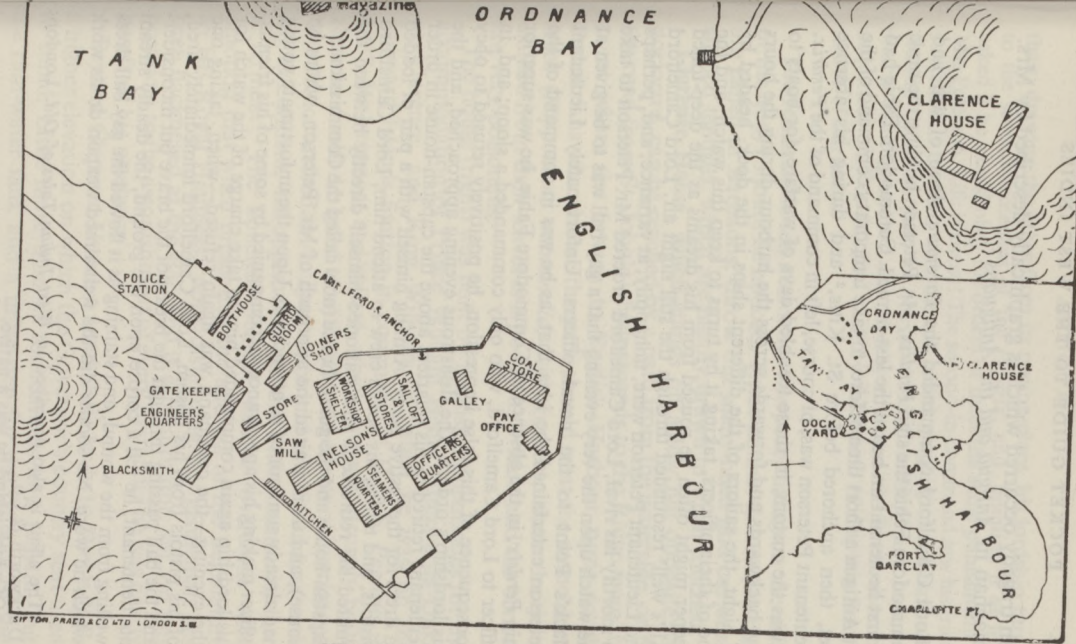
It was at English Harbour that Nelson hauled down the broad pennant of the Commissioner Moutray, on the grounds that he, Nelson, as Captain of the *Boreas*, was senior officer of the station; but in spite of their quarrel he dined that night with Moutray and his wife, who, he wrote, 'is so very good to me'.

The other buildings worthy of inspection are the Sail Loft and Stores and the Officers' Quarters. Among other inscriptions on the walls of the former is the following, wrongly said to have been painted by Prince George, afterwards King George V, when he visited Antigua in H.M.S. *Canada* in 1884:

A

MERRY XMAS & HAPPY NEW
YEAR 2 YOU ALL

Under the Officers' Quarters, the upper floor of which is reached by double stairways on either side, is a great rain-water cistern, formerly used for watering ships. A few paces to the north-east is the Pay Office, with, near it, an old stone sun-dial within iron railings. The careening anchor on the northern edge of the quay marks the spot where in 1798 a



ENGLISH HARBOUR, ANTIGUA, AND ITS DOCKYARD

grim tragedy occurred which is graphically described by Mrs. Lanaghan in *Antigua and the Antiguans*¹:

Lord Camelford commanded the *Favourite* sloop of war and Commodore Fahie the ship *Perdrix*, Mr. Peterson holding the rank of first lieutenant on board the last-named. Commodore Fahie had left Antigua a short time before, to take temporary command of the fleet, then anchored before St. Kitts,² and during his absence Lieutenant Peterson was, of course, left in command of the *Perdrix*. It was the custom, in those troubled days of warfare, for boats to row backwards and forwards across the harbour during the hours of night, the sailors of the different ships in the dock, headed by one of their officers, taking it by turns to keep this watch; and the sleeper might often be roused from his dreams as the deep-toned 'All's well' resounded through the still night air. Lord Camelford and Lieutenant Peterson were, unhappily, at variance; and, perhaps to mortify his rival, Lord Camelford ordered Mr. Peterson to take the watch upon the very evening that a gay ball was to be given at Black's Point to the naval officers. Unfortunately Lieutenant Peterson entertained the idea that, as he was in command of the ship *Perdrix*, in the absence of Commodore Fahie, he was superior officer to Lord Camelford, who only commanded a sloop; and, in consequence of this false impression, he positively refused to obey his lordship's orders. The disastrous evening approached, and the lieutenant retired to his quarters above the capstan-house in order to dress for the festive party. Arming himself with a pair of loaded pistols, and telling his boat's crew to attend him, Lord Camelford quitted his retirement and stationed himself directly between the capstan-house and the guard-house (now called the Commissioner's house), and there waited the approach of Mr. Peterson, whom he had already summoned to attend him. Upon the unfortunate young officer making his appearance, accompanied by some of his friends, his lordship again commanded him to take charge of the watch for the evening—the command was again refused—when, taking one of his pistols from his bosom, Lord Camelford immediately fired, and the ball passing through the breast of the brave but inconsiderate lieutenant, he fell a corpse upon the ground, the deadly stream welling from the wound, and staining as it flowed the gay ball-dress which he wore. No sooner did the well-aimed weapon do its work

¹ The affair is also described in *West Indian Tales of Old*. London: Duckworth & Co.

² Of which island he was a native.

than, drawing the other from its resting-place, his lordship turned to the second-lieutenant of the *Perdrix*, and, pointing it at him, asked if he would obey his orders or meet the same punishment as Mr. Peterson. Life is sweet! The second-in-command saw his friend stretched at his feet, with the red blood gurgling round him, and, fearing the same fate, he obeyed Lord Camelford and took the watch. Lord Camelford was tried by court-martial but honourably acquitted, only to fall in a duel by the hands of Captain Best, a native of Barbados.

The remarkable sea-anemones (*Serpolæ*) living on the sides of the quays should be noticed. These animal flowers, as they are called in Barbados, throw out many-hued and curiously shaped tendrils, which are hastily drawn in when touched.

Clarence House, which stands on a low hill opposite the dockyard, can be reached by a path from the waterside, or by the road from St. John's which ascends to the Ridge from the point where the branch to English Harbour turns south. Pedestrians who choose the path should treat the manchineel trees (*Hippomane mancinella*) with respect, since the juice exuded from their leaves is a powerful irritant and the berries are very poisonous.

The house (right) was built by English stonemasons for the accommodation of Prince William Henry, afterwards Duke of Clarence, and King William IV, when he was on the Leeward Islands Station in command of H.M.S. *Pegasus* in 1787. Its basement and cellars, which are very strongly built, were no doubt designed to withstand the effects of hurricanes. The Prince arrived in Antigua at the end of 1786 and, according to Luffman, 'his appearance put this little community into a ferment'. The Solicitor-General was so overcome with emotion that when presenting the address of the Legislature to His Royal Highness, 'notwithstanding this gentleman has been hackneyed at the Bar, and is a bold orator, yet, on this occasion, to the astonishment of every bystander he was nearly bereft of his utterance'.

Beyond Clarence House a road (left) leads to **Dow's Hill**, a higher elevation on which the Governor's country seat used to stand. Little more than its foundations now remain, but the rain-water tank and a firing-step for the defence of the

position point to its having been a palatial residence. The Hill was fortified in 1791.

The main road continues to ascend the **Ridge**, and on either side ruins of the old military barracks emerge from the bush. On the left are the Artillery Barracks, on the right the Guard Room, and beyond them are **Shirley Heights**, so named after Major-General Sir Thomas Shirley, Bt., Governor of the Leeward Islands from 1781 to 1788 and 1790 to 1792.

The Block House was erected in 1787 during the military régime of Lieutenant-General William Mathew, as the inscription on a stone records. **Shirley Heights** command some magnificent views. Below them to the north is the Savanna and the inlet of the sea known as Indian Creek, since it was up it that the Caribs paddled in their canoes in 1639 when they kidnapped the wife of Edward Warner, the Governor. Upon a plateau to the north-west is the old military cemetery in which an obelisk is conspicuous. It was erected in 1852 to the memory of the officers, non-commissioned officers, and men of the 54th Regiment (now the 2nd Dorsetshire Regiment) who died during the service of the corps in Antigua, St. Kitts, Dominica, and St. Lucia from March 1848 to June 1851. From the old '**Look-out**' a splendid view of the English Harbour with its neighbour Falmouth Harbour can be obtained. The last regiment was withdrawn from the Ridge in 1855.

At **Indian Warner**, on the Government lands at **Piccadilly**, in the hilly district between Willoughby Bay and English Harbour, there is a vault in which Colonel Thomas Warner and others of the Warner family were buried. It is situated near the ruins of the old Great House.

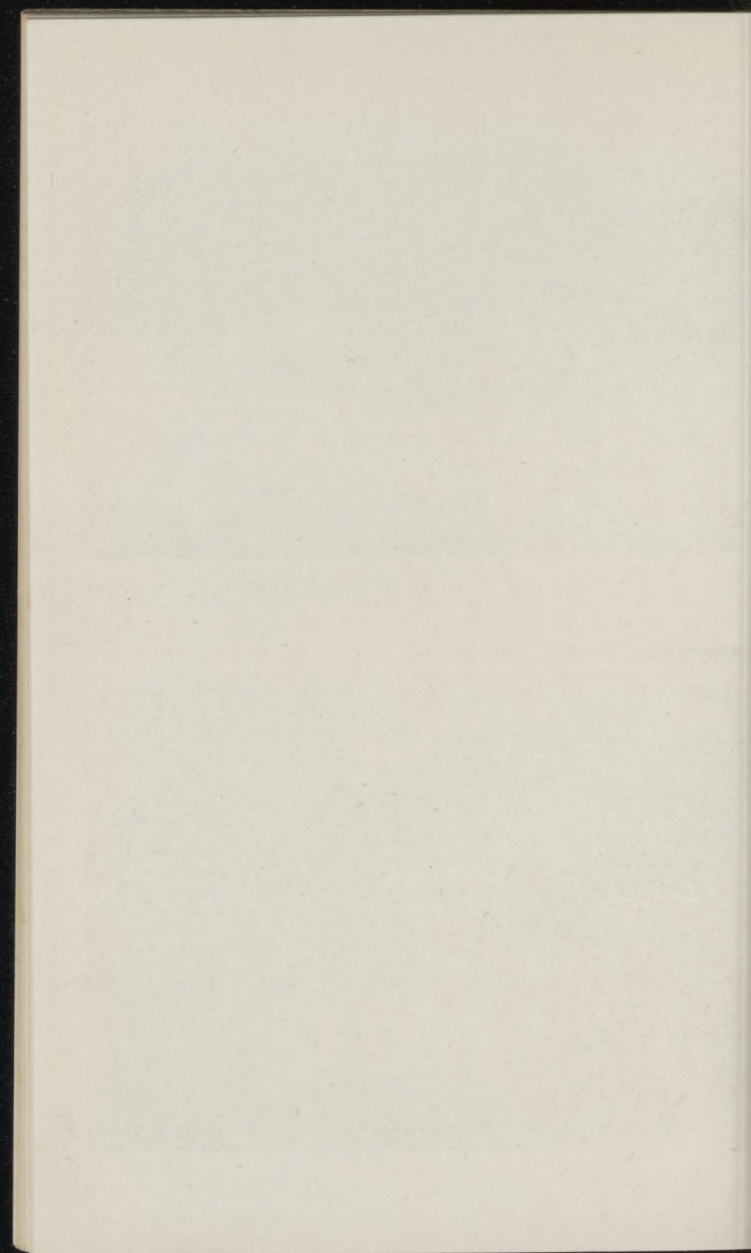
The small islands scattered off the north and east coasts afford opportunities for exploration. They include Pole-cat, Goat's, Guiana, Maiden's, Cochran's, and Long Islands. On **Long Island**, to the north of Parham Bay, sugar used to be manufactured, and it is said that in former days when that commodity was heavily protected in England more sugar was shipped from Long Island than could ever have been produced there! The quantity exported had to be sworn to before a magistrate, and it was a simple matter to add 'ty' to, say,



THE DOCKYARD AT ENGLISH HARBOUR, ANTIGUA

BRIMSTONE HILL, ST. KITTS





seven or nine hogsheads declared, which then became seventy or ninety. In this way foreign sugar imported clandestinely from Martinique and Guadeloupe was shipped to England as the 'produce of Antigua'. By those in the know it was called 'TY' sugar!

Guiana Island, in a bight to the north-east of Parham, was so called because English settlers from Guiana emigrated to it when their country had been surrendered to the Dutch by the treaty of Breda in 1667. The old Great House, which was for many years in ruins, has been restored, and is now occupied.

BARBUDA

The old Codrington Game Preserve

BARBUDA, formerly called Dulcina, lies about 25 miles due north of Antigua, of which it is a dependency, and has an area of 62 square miles. Being of coral formation it is very flat, its highest point being only 205 feet above sea-level. It is surrounded by reefs, and the strong currents which set in to the land prove a constant menace to sailing ships. The island has no streams, but there is a plentiful supply of water which is obtained from wells. The island, in common with Antigua, suffered from two disastrous hurricanes in 1950.

INDUSTRIES. The staple industry of Barbuda is now the cultivation of Sea Island cotton, which is treated in a local ginnery. Indian and Guinea corn, beans, peas, cassava, potatoes, etc., are also raised by the Negroes, who do, too, a considerable trade with Antigua in live turtle, turtle-shell, dried fish, brooms, baskets, etc. The Government have established a stock farm to encourage the development of the livestock industry, and have also planted coconuts on a large scale.

CLIMATE. The climate of Barbuda is equable and healthy. Being flat, the island enjoys the full benefit of the sea breezes which sweep across it. There is very little sickness, and if only an hotel were built, Barbuda would certainly be more resorted to by sportsmen than it is at present.

HISTORY. Barbuda was first settled by a party of colonists from St. Kitts under Sir Thomas Warner. The settlers were so

harassed by the Caribs that they were compelled to desert the island, but when the strength of these savages had diminished they returned and were no longer molested. The island was granted to the Codrington family in the eighteenth century, and was used by them as a stock farm from which their estates in Antigua were supplied with animals, and also as a shooting estate. In 1893 a company called 'The Barbuda Island Company' was registered to acquire a lease of the island for fifty years from Mr. Robert Dougal, who had obtained it from the Government. There was every prospect of success before it until 1898, when trouble arose through squatters invading the company's property. This was the beginning of differences with the Government which culminated in the Governor of the Leeward Islands seizing Barbuda and all the company's property. Legal proceedings followed, but without success from the company's point of view.

CONSTITUTION. Barbuda is a dependency of Antigua and is supervised by a managerial staff. Federal officers visit it periodically.

ACCOMMODATION. There are no hotels or boarding-houses, and intending visitors should make arrangements in respect of accommodation before proceeding to the island.

COMMUNICATIONS. Small sailing sloops ply between Antigua and Barbuda, the average duration of the voyage being from five to six hours. This time may, however, be greatly exceeded if conditions are unfavourable, and in any case it is desirable to take plenty of provisions in case of emergency. Larger vessels can be hired at St. John's, Antigua. Small sailing boats can be hired from the villagers in Barbuda for fishing at moderate rates.

SPORT. Barbuda was stocked with fallow deer by the Codrington family, but the deer are not so numerous as they were, and are difficult to reach on account of the thick bush with which the island is covered. Guinea-fowl, pigeon and doves are fairly plentiful, and wild-duck, whitethroat, blue-wing, whistlers and divers are also to be had. Plover, curlew and snipe visit the island in August and September, and good sport can be obtained hunting the wild pig, whose progenitors were tame pigs which ran away and bred in the bush. These pigs are hunted in the bush and mangrove swamps, with the aid of dogs, and shot. An old boar at bay is dangerous, since he will charge and can inflict severe wounds with his tusks. Unwary dogs are sometimes killed in an encounter. The Manager is always glad to give advice.

The Shooting seasons for deer are from January 1st to March 31st, and from July 1st to September 30th, and the season for duck, pigeon, etc., is from July 15th to February 1st. A licence to shoot

deer and other game can be obtained from the Manager for 20s., which entitles the holder to three buck and as much other game as he cares to shoot in season; or a separate licence to shoot game other than deer can be obtained for 10s. The best pigeon shooting is obtainable from the middle of August to the end of September, the birds flying in large numbers at that time.

Excellent **Fishing** is obtainable all round the coast. Tarpon is capricious, being plentiful in some seasons and in others not. The best time of the year for it is between September and May. Shark, barracouta, snapper, parrot-fish and grouper (the latter the best-eating fish of all) are all to be found around the coast and among the reefs, and give good sport. A method of catching fish, lobster, etc., peculiar to Barbuda is practised in the lagoon near the village. It is called 'setting bush'. In the shallow water (about 4 feet deep) at the head of the lagoon, at spots where there are outcrops of rock from the sand of the bottom, small heaps of brushwood, about six feet in diameter and rising to the surface of the water, are loosely piled. These heaps attract the lobsters in considerable numbers and may be hauled up at the end of three weeks or a month. The *modus operandi* is as follows: Two or three men go off in a boat, which they anchor a few yards away from the bush to be hauled; they then go overboard and surround the bush with a seine net. Standing inside the net, they next proceed to pull the heap of bushes to pieces and throw it in another heap just outside the net. When all the bush is removed the net is gradually hauled and brought to the boat and the catch taken on board. A catch of six to ten dozen lobsters is about the average. These lobsters are all young 'chicken lobsters' and are delicate eating. A few small fish are generally to be found in the bush and get caught with the lobsters.

SIGHTS. Intending visitors to Barbuda must obtain a 'permit to land', which can be obtained free of charge from the Warden, Barbuda. The island has only one village, that of **Codrington**, about 3 miles from the River Anchorage on the east side of a large lagoon. It has about 900 inhabitants, the descendants of the slaves introduced by Colonel Codrington. Most of their huts are of a primitive type, being built of wattle and plaster with thatched roofs. Each is enclosed within its own little stockade, and this gives the village a typically African appearance. These conditions are, however, rapidly changing owing to the growing prosperity of the islanders, many of whom now emigrate and, with the money

made, return to their native island and build themselves substantial houses of stone and wood roofed with galvanised iron. The villagers are a fine upstanding body of people, many of the men being over six feet in height. They are fearless sailors, good swimmers, and keen fishermen; they make good hunters, and stock- and axe-men, but are no good as mechanics, taking little or no interest in machinery. The women are in the majority, as the men leave the island in search of work in Antigua or elsewhere. They only have squatter rights on the island, but this entails no hardship, as they are not called upon to pay any rates or taxes, and are allowed to enclose as much land as they care to take up.

Codrington Village has no shops, but two bakers supply good bread two or three times a week. Fowls, turkeys, and kerosene oil can be purchased locally; but groceries, etc., have to be obtained from Antigua.

It is chiefly with the object of enjoying the sport which it affords that visitors occasionally patronise Barbuda, but they are unlikely to leave its shores without inspecting the **Cotton Ginnery**, the **Church**, and the **Government Stock Farm**. There are also two old forts which command attention, one at the River Anchorage with a martello tower, and the other at Spanish Point at the south-east extremity of the island.

REDONDA

The Round Island

LIKE Barbuda, Redonda is a dependency of Antigua. It is an isolated rock a mile long and a third of a mile broad, rising to a height of 1,000 feet, 25 miles to the south-west of Antigua.

It has valuable deposits of low-grade phosphate, which were discovered in 1865 and worked by the Redonda Phosphate Company under licence. The exports amounted to nearly 7,000 tons annually. This 'lonely rock', as Charles Kingsley described it in *At Last*, is rarely if ever visited by tourists, to whom it has little to recommend it.

ST. CHRISTOPHER

The Mother Colony of the British West Indies

ST. CHRISTOPHER, better known as St. Kitts, which with Nevis and Anguilla is a Presidency of the Leeward Islands, lies in latitude $17^{\circ} 18' N.$ and longitude $62^{\circ} 48' W.$, 45 miles to the west of Antigua. The Presidency has a total population of 48,500.

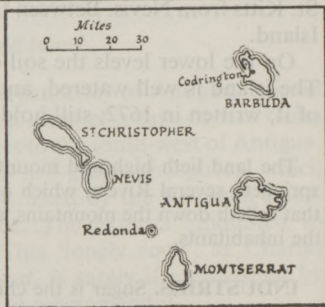
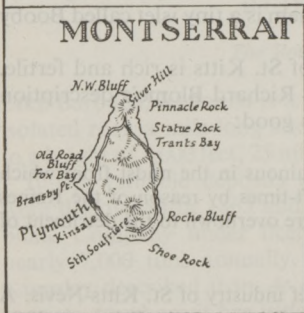
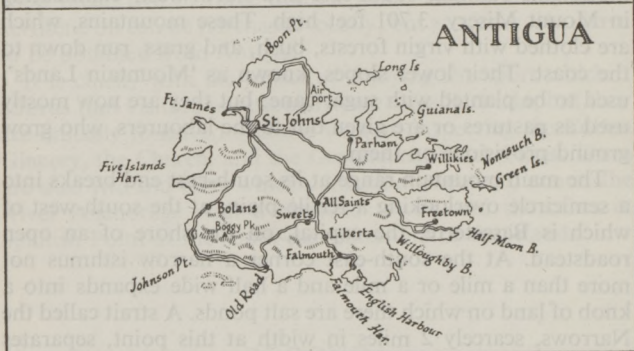
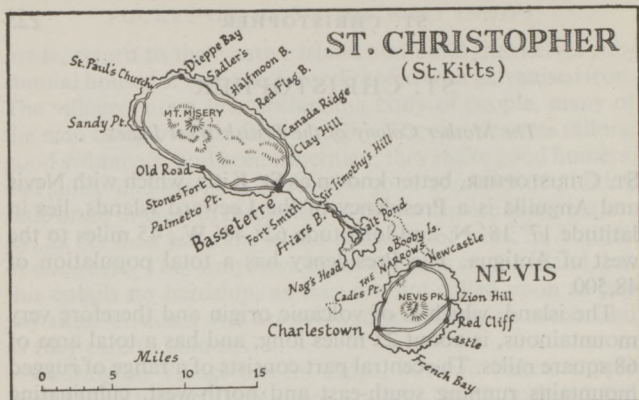
The island, which is of volcanic origin and therefore very mountainous, is about 23 miles long, and has a total area of 68 square miles. The central part consists of a range of rugged mountains running south-east and north-west, culminating in Mount Misery, 3,701 feet high. These mountains, which are clothed with virgin forests, bush, and grass, run down to the coast. Their lower slopes, known as 'Mountain Lands', used to be planted with sugar-cane; but they are now mostly used as pastures or are given out to the labourers, who grow ground provisions on them.

The main mountain range at its south-east end breaks into a semicircle overlooking a fertile plain, at the south-west of which is Basseterre, the capital, on the shore of an open roadstead. At the south-east corner a narrow isthmus not more than a mile or a mile and a half wide expands into a knob of land on which there are salt ponds. A strait called the Narrows, scarcely 2 miles in width at this point, separates St. Kitts from Nevis. Between them is a tiny islet called Booby Island.

On the lower levels the soil of St. Kitts is rich and fertile. The island is well watered, and Richard Blome's description of it, written in 1672, still holds good:

The land lieth high and mountainous in the midst from which springeth several Rivers, which oft-times by reason of the Raines that falleth down the mountains, are overflown to the detriment of the inhabitants.

INDUSTRIES. Sugar is the chief industry of St. Kitts-Nevis. A central sugar factory opened near Basseterre on February 20th,



1912, by the St. Kitts (Basseterre) Sugar Factory, Ltd., now takes off the entire crop of both islands, which amounted in 1950 to 41,205 tons of raw sugar. The cane from Nevis is transported by boats across the passage between the islands. Sea Island cotton is grown and forms a useful alternate crop.

CLIMATE. For a tropical country the climate of St. Kitts is bracing and healthy. The temperature varies from 60° to 88° Fahr., and the annual rainfall from 48 to 70 inches, according to locality.

HISTORY. St. Kitts was discovered by Columbus on his second voyage in 1493, and it is said that he named it St. Christopher because he saw in its shape a resemblance to that Saint carrying our Saviour. The Caribs used to call it Liamuiga, or the Fertile Island. Later the island was called Merwar's Hope, a name obviously compounded of the first syllables of the surnames of Ralph Merrifield, who arranged and fitted out the expedition to it, and of its coloniser, Thomas Warner.

Though Barbados was nominally taken possession of in 1605, it was not settled until 1626, and therefore St. Kitts, which was colonised by Mr. (afterwards Sir) Thomas Warner at the suggestion of Captain Thomas Painton, a seaman 'as enthusiastic as he was experienced', in 1623, can claim the honour of being the Mother Colony of the British West Indies. Warner revisited England, and, on his return in 1625 with a number of settlers, landed on the same day as d'Esnambuc, a privateering sailor from Dieppe, and in the face of the Caribs, a common foe, the English and the French colonists settled down side by side, the former in the middle of the island and the latter at either end. A fierce battle was fought with the Caribs, who though numerous were eventually decimated, the survivors being chased into the sea. The Spaniards resented the French and English establishing themselves so strongly, and in 1629, with a fleet of thirty-eight ships, they nearly annihilated the growing colonies. The French left for Antigua and the English were deported. A few of the sturdy French settlers remained, however, and, when the Spanish fleet left, d'Esnambuc re-established his colony. During the war between France and England, the French attacked their neighbours, and conquered the whole island in spite of the assistance rendered to the Governor by Colonel Morgan, the uncle and father-in-law of the redoubtable buccaneer Sir Henry Morgan, afterwards Lieutenant-Governor of Jamaica. The English part of the island was, however, restored to its former owners by the Treaty of Breda in 1667.

The English were again expelled in 1689, but a year later the Barbadian baronet, Sir Timothy Thornhill, took the whole of the

island, and it remained in England's possession for seven years, when the French had the portion which they formerly owned restored to them by the Treaty of Ryswick in 1697. England again became sole mistress of the island in 1702, when the French capitulated to General Hamilton; and a French invasion four years later having proved futile, the whole of St. Kitts was ceded to Great Britain by the Treaty of Utrecht in 1713. The French possessions in the island were publicly sold for the benefit of the English Government, and in 1733 £80,000 of the money realised was appropriated as a marriage portion for Princess Anne, on her betrothal to the Prince of Orange.

In 1782 the French laid siege to St. Kitts and captured it, in spite of Hood's encounter with de Grasse in the Basseterre Roads on January 25th, when the French admiral was completely outmanœuvred, an event described by Captain Mahan as one of the finest feats in the annals of naval warfare. Hood induced his opponent to leave his anchorage, and, cleverly tacking, brought his ships to anchor at the precise spot which the French had just quitted, a manœuvre watched by many spectators from the slopes of Nevis. The island was, however, restored to England by the Treaty of Versailles in 1783, following Rodney's victory over de Grasse off Dominica on April 12th, 1782. St. Kitts has been British ever since, although it was raided by Villeneuve in 1805, just before the battle of Trafalgar.

CONSTITUTION. *See* Antigua.

HOTELS. There is a housing shortage, but there are three hotels in **Basseterre**, including *The Royal*, *Shorty's* and *Cool Corner*. Charges are moderate. There are also a few private boarding-houses.

COMMUNICATIONS. In general, Antigua conditions apply. The B.W.I. Airways operate a service three times weekly with Antigua, facilitating connections there. **Motor-cars** are available for drives.

SPORTS. **Cricket** and **Tennis** are the principal games, and visitors are usually welcome when suitably introduced to such clubs. There is **Shooting** of migratory birds from July to November. **Fishing** and **Boating** can be enjoyed. The St. Kitts Club, for men only, is well known for its hospitality. The latest English papers and magazines are available at the **Free Public Library**.

CLUBS. The **St. Kitts Club** on the south side of the Pall Mall Square is hospitable, and there is a Free Public Library near the Court House on the east side, where the latest English papers and magazines are to be found.

SIGHTS. Basseterre (population about 8,500) was rebuilt after a fire in 1867. Its houses are mainly wooden, but many are constructed of a greyish stone or of a rough-hewed stone covered with plaster, with the upper parts of wood. The streets are wide and clean. Blome in 1672 described Basseterre, which was then the French capital, as:

A Town of good bigness, whose Houses are well built, of Brick, Freestone and Timber: where the Merchants have their Storehouses, and is well Inhabited by Tradesmen, and are well served with such Commodities, both for the Back, and Belly, together with Utensils for the Houses, and Plantations, as they have occasion of, in exchange for such Commodities which are the product of the Island. Here is a fair, and large Church, as also a publique-Hall, for the administration of Justice; Here is also a very fair Hospital. Here is also a stately Castle, being the Residence of the Governor, most pleasantly seated, at the foot of a high Mountain, not far from the Sea, having spacious Courts, delightful Walks, and Gardens and enjoyeth a curious prospect.

After landing at the pier one enters the town through an arch in the centre of the Treasury Building in which are the Administrator's Office, the Custom House and Treasury, and the **Post Office**. In the centre of the Town Square, or **Circus**, which is surrounded by stately royal palms, is a clock erected to the memory of the Hon. Thomas Berkeley Hardtman Berkeley, C.M.G., a prominent member of the community who died on November 6th, 1881.

Barclays Bank is in the Circus, and the **Royal Bank of Canada** in Fort Street, nearly opposite the Post Office. East of the Circus is **Pall Mall Square**, with a cool garden in the centre. On the east side of this square is the **Court House**, where the Legislature meets and justice is administered. Near by is a **Free Library**, in which there are several portraits and pictures of interest, including an engraving of the encounter between Sir Samuel Hood and de Grasse in Basseterre Roads in 1782 (see page 228). The **Roman Catholic Cathedral** is also on the east side of the square.

The **Telegraph Office** faces the sea about one hundred yards to the east of the Treasury Building.

Government House is a large building to the north of Basseterre. The Administrator usually resides at 'Springfield', a charming house on rising ground, a mile to the north-west of the town. Not far from it, to the west, is the **Cunningham Hospital**, so named after Mr. C. T. Cunningham, Lieutenant-Governor in 1839. Attached to it is a maternity ward and school of instruction for midwives and mothers.

St. George's Church is at the back of the town. The original church erected by the French in 1670 became Anglican in 1713 at the Peace of Utrecht. Though a strong stone building, it succumbed to the hurricane in 1843. A new church was started on a different site, and its foundations may be seen in the churchyard. It was not, however, completed, and the present church is a restoration of one built in 1856 and destroyed by the fire of 1867, which laid Basseterre in ashes. On the west wall are the remains of two handsome monumental tablets, and several tombstones in the floor of the south transept date from the beginning of the eighteenth century. Many old tombstones in the churchyard were covered up by sand brought down by floods long ago.

The **Botanic Station** and the Signal Fort to the west of Basseterre are reached by the Bay Road, constructed during the régime of Sir William Haynes-Smith. The Botanic Station was established in the latter part of 1899, on land which formed part of La Guérite, a sugar estate, purchased by the local Government.

Monkey Hill (1,319 feet) is a small mountain a few miles from Basseterre. **Sir Timothy's Hill**, near the base of the promontory extending towards Nevis, is of interest as having been the scene of a spirited action between the English and French when the Barbadian, Major-General Sir Timothy Thornhill, who had landed at Frigate Bay, captured the island in 1690.

At the **Weir**, a short distance from Basseterre, monkeys can sometimes be seen.

The drive **Round the Island** (30 miles; $1\frac{1}{2}$ hours by motor-car) is an expedition which every visitor to St. Kitts should make. Crossing the plain of Basseterre to the north-east of the island, one passes the large **Central Sugar Factory** (1 mile) of

the St. Kitts (Basseterre) Sugar Factory, Limited, which was opened in 1912. The factory is equipped with modern machinery, and has about 35 miles of light railway for bringing the canes to the mill. Its capacity is 40,000 tons of sugar, and during crop time the buildings present a busy aspect. Beyond Brighton the road keeps quite near the coast. Several well-cultivated sugar estates are passed. At Molyneux a small area is under cacao cultivation. Estridge Estate buildings, about $1\frac{1}{2}$ miles farther, afford a notable example of the substantial work done with the help of slave labour by the old settlers. Below Bellevue Estate a halt should be made at **Black Rocks** (12 miles from Basseterre). These rocks, which extend along the coast for a distance of about half a mile, consist of huge masses of lava standing out in the sea, against which the deep blue water dashes itself into white foam.

The village of **Dieppe** or **Deep Bay**, and two fine sugar estates, Willets (right) and Belmont (left), are next passed, and to the left one obtains a fine view of the central mountain to the edge of the crater, with a stretch of well-cultivated sugar lands on its lower slopes. At a distance of about five miles across the channel on the right is the little Dutch crater island of St. Eustatius (*see* page 338). Then the rugged mass of Brimstone Hill (779 feet) soon comes into sight, with its fortifications plainly visible, standing guard over the small town of Sandy Point (20 miles from Basseterre round the island). Sandy Point is now a town of little consequence, but St. Anne's Church deserves a visit, as it contains several interesting mural tablets to the memory of officers who died on Brimstone Hill. These and the tombstones on the hill itself remind the visitor of what a scourge yellow fever was in the old days. The ruins of the dwellings of former merchants and of store-houses furnish evidence of the former prosperity of the town. The **Leper Asylum** is next reached. It occupies an old fort—one of the outworks of Brimstone Hill. The road skirts the foot of the hill quite close to the sea, and a smell of sulphur reminds one of the existence of a submerged crater near by.

Brimstone Hill, a dismantled fortress 10 miles direct from Basseterre, consists of a mass of limestone overlying volcanic rock some 779 feet in height, which looks to the uninitiated

as if it had been ejected *en bloc* from the craters of the central mountains of St. Kitts. Records in the island show that it was bought by the Government for £500, and that the principal fortifications were built by slave labour, each estate's proprietor furnishing one out of every eighty slaves he possessed, for the purpose of their erection. Guns were first planted on the hill by Sir Timothy Thornhill in 1690, and at a later date it was fortified with fifty pieces of cannon.

Though the massive fortifications were not completed until twelve years later, Brimstone Hill was considered one of the strongest posts in the West India islands when the memorable attack was made upon it in 1782. On January 11th of that year the Marquis de Bouillé, supported by de Grasse, landed 8,000 men in St. Kitts. The garrison, under General Fraser, which did not exceed 600 men, at once retired to the hill, and was reinforced by Governor Thomas Shirley with 350 men of the Militia. In spite of Sir Samuel Hood's brilliant manœuvre on January 25th, when he attacked de Grasse and took the anchorage at Basseterre which that gallant admiral had just left, the hill was closely invested. The inhabitants of St. Kitts, who warmly sympathised with the revolted American colonists, showed 'a real or tacit and understood neutrality from the first arrival of the enemy'.

The French disembarked powerful artillery, which was destined for an attack on Barbados, at Sandy Point, but the ship containing the heaviest and most effective part of it struck the rocks and sank. They were lucky enough, however, to find eight brass 24-pounders, 6,000 balls of that calibre, two 13-inch brass mortars and 15,000 shells, which owing to carelessness on the part of the defenders had not been carried up to the works, waiting for them at the foot of the hill. These proved 'a most seasonable and necessary supply to them in the prosecution of the siege'. The French had their headquarters at Sandy Point, but the defenders plied their heavy cannon and mortars with such effect that the town was soon destroyed. Batteries were multiplied on batteries all round the hill; by day and night they cannonaded and bombarded the garrison, and the fire of twenty-three pieces of heavy cannon and twenty-four large mortars was concentrated on a spot of

ground not exceeding 200 yards in diameter. Small wonder that the garrison, which displayed the greatest fortitude and patience, and lost only one man through desertion, was compelled to capitulate, as it did on February 13th. It was accorded honours of war in the fullest sense, and every condition proposed, whether in favour of the garrison or the island of St. Kitts, was agreed to. The men of the 1st Battalion of the Royal Scots and the flank companies of the 15th Regiment (now the East Riding Yorkshire Regiment) were sent to England pending their exchange, and the Marquis de Bouillé with his wonted magnanimity absolved by a particular article, as 'an avowed acknowledgment of their gallantry', Governor Shirley and Brigadier-General Fraser from the condition of being considered prisoners of war. Governor Shirley was allowed to return to Antigua and General Fraser to continue in the service of his country.¹

The gates of Brimstone Hill bear the dates 1793-4—an anxious period. The fortress was abandoned at the time of the Crimean War, a century ago. It is still possible to trace the ruins of the various barracks, mess-rooms and magazines, and one can picture the busy appearance the hill must have presented in the old days. The fortress is now deserted and overgrown in many places with bush, in which fragrant-smelling myrrh is found in profusion. It is not advisable to leave the beaten paths, though a ramble to the reservoir is interesting. This reservoir, which is built of solid masonry, provided an abundance of water for the garrison for many months.

The Government of St. Kitts has of late devoted a small annual grant to the preservation of this fortress—the 'Gibraltar of the West Indies', as it has been called. When much of the bush and undergrowth was cleared away, the ruins of many buildings, the existence of which had been forgotten, were brought to light. Among them were a hospital and barracks, which, it is said, had only just been completed when the hill was abandoned. A profitable lime-burning industry is carried on by the Government, under the charge of the Director of Public Works, at the foot of the hill.

¹ A full account of the gallant defence of Brimstone Hill is given in *West Indian Tales of Old*. London: Duckworth & Co.

The next place which deserves a visit is St. Thomas's Church at **Middle Island** (3 miles farther), in the churchyard of which—under a roof to protect it from the elements—is the tomb of Sir Thomas Warner, the founder of the colony, who died in St. Kitts on March 10th, 1648, universally respected.¹ His tomb is inscribed:

AN EPITAPH VPON THE . . .
 NOBLE & MVCH LAMENTED GENT' SIR
 THO WARNER K^T LIEVTENANT
 GENERALL OF Y^E CARRIBEE
 IELAND W GOVER^R OF Y^E
 IELAND OF S^T CHRIST^R
 WHO DEPARTED THIS
 LIFE ON 10 OF
 MARCH 1648

First Read then weepe when thou art hereby taught
 That Warner lyes interr'd here, one that bought
 With losse of Noble bloud the Illustrious Name
 Of A Commander Greate in Acts of Fame.
 Traynd from his youth in Armes his Courage bold
 Attempted braue Exploites, and Vncontroll'd
 By fortunes fiercest frownes hee still gaue forth
 Large Narratiues of Military worth
 Written with his swords poynt but what is man
In the midst of his glory and who can
Secure this Life A moment since that hee
Both by Sea and Land so long kept free
At mortal stroakes at length did yeeld
 Grace to Conqueringe Death the field

FINE CORONAT

(The words and letters in italics, which are missing on the tombstone, are from a copy of the inscription made in 1785 in the Davy MSS.)

St. Thomas is the parish church of Old Road.

¹ An interesting account of Sir Thomas Warner and his family is given in *Sir Thomas Warner: Pioneer of the West Indies. A Chronicle of His Family*. By Aucher Warner. London: The West India Committee, 1933.

An excursion to **Mount Misery** (3,711 feet), the dormant volcano which dominates St. Kitts, requires a day. The easiest ascent is from Belmont Estate, an hour's motor run from Basseterre, to the lowest part of the crater lip. Ponies should be sent on to wait at Belmont; the first part can then be ridden. After fifty minutes' ride up a good path, a height of about 1,200 feet above sea-level is reached. Here the cultivation—sugar-cane on the lower slopes and labourers' vegetable plots above—ends, and the path entering the forest becomes too rough for riding. Twenty-five minutes' walk takes the climber up another 300 feet to an ideal spot for breakfast. Another hour and a half brings him to the lip of the crater at a height of 2,600 feet. The descent into the crater can be made without risk.

The expedition to **Dodan** (*Dos d'Ane*) Pond, on Verchild's Mountain, requires the best part of a day. It can be made from Wingfield or Lambert's on the south or from Molyneux on the east. The southern routes are the shorter, while the eastern route gives the most beautiful views, though the scenery on all is charming. Guides and ponies should be engaged beforehand to meet one at the starting-point selected, which should be reached by motor-car. The lower slopes—cane lands, provision grounds, and pasture lands—can be ridden without fatigue until the track enters the forest. The heavy forest gradually becomes dwarfed as the track rises till it gives place, a few hundred feet below the summit, to an open fern-covered slope, the steepest part of the journey. Here there are both need and just excuse for many halts to admire the view, particularly when the crest is reached. Then there is a walk down an easy slope clad with dwarfed trees, and the goal is reached—the crater of an old volcano. The lake in it is some three to four feet deep, with a floor of lava. An old superstition that the lake is bottomless, and has a dangerous whirlpool, probably arises from the fact that the outlet on the west, carrying the overflow to Godwin's Gut, is hidden and leads to a waterfall which might be disastrous to the unwary.

NEVIS

Nelson's Island

NEVIS (Nievis, or Mevis, as it used to be called in the old days) is separated from St. Kitts by a narrow strait 2 miles wide, but from Basseterre, St. Kitts, to Charlestown, its capital, the distance is 13 miles. The area of Nevis, situated between latitudes $17^{\circ} 05'$ and $17^{\circ} 13'$ N. and longitudes $62^{\circ} 31'$ and $62^{\circ} 37'$ W., is 50 square miles. Like St. Kitts, the island is volcanic and its general characteristics somewhat resemble those of its neighbour, but while Nevis is to a great extent covered with volcanic ashes from former eruptions, St. Kitts is almost free from them. Nevis is practically one large mountain cone rising to a height of 3,596 feet.

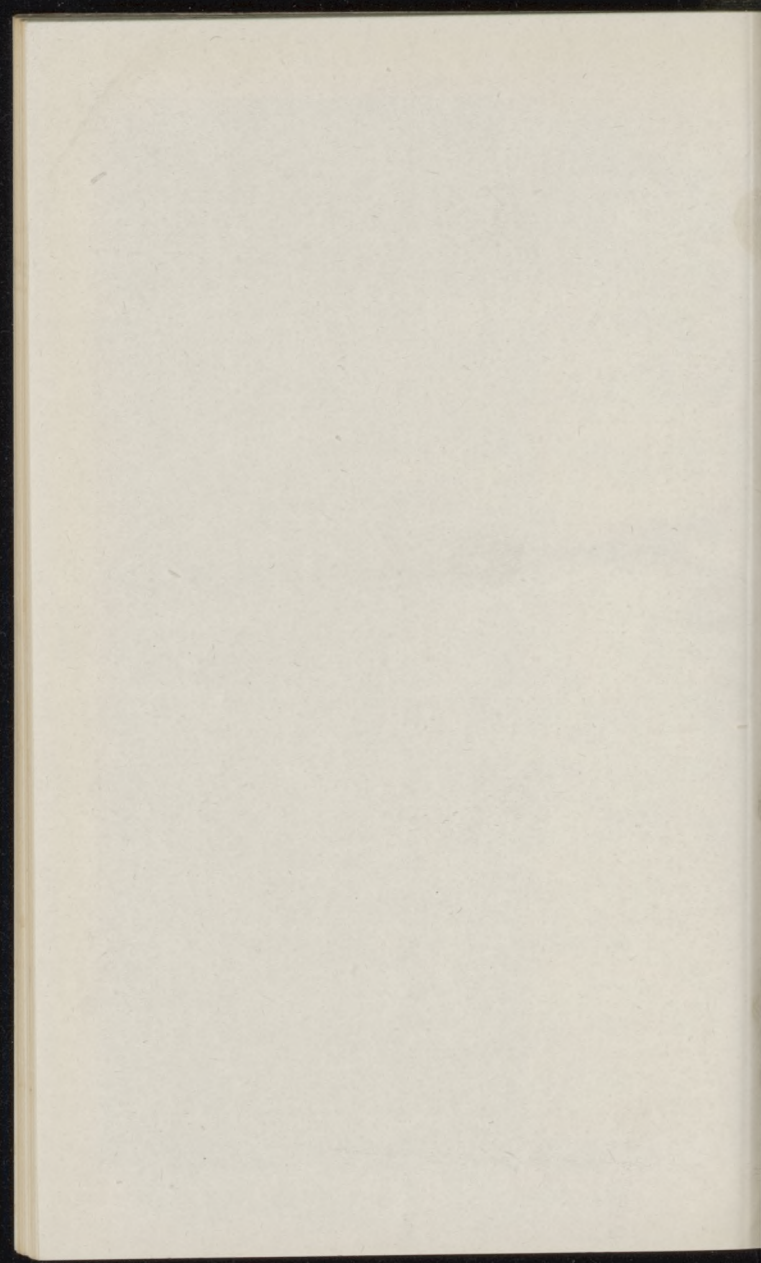
INDUSTRIES. Agriculture is, to a large extent, carried on by small cultivators. Sugar, which has given place to cotton as the principal industry, is rapidly gaining ground, the cane being processed at the St. Kitts Central. Cotton, however, is still an important crop. Coco-nuts and ground provisions form part of the island's economy.

CLIMATE. The climate is very similar to that of St. Kitts, though the rainfall is less, the average for thirty years being only 53 inches. The thermometer ranges between 70° and 85° Fahr. during most of the year. There are practically no streams, and the water supply is derived from a catchment area of about sixty acres high up on the mountain, and stored in public reservoirs, which furnish Charlestown and some country districts with good water.

HISTORY. Nevis was discovered by Columbus in 1493, on his second voyage, and was so called by him because its cloud-capped summit reminded him of *nieve* or snow. The island was included in the grant to the Earl of Carlisle in 1627, and colonised by the English from St. Kitts in the following year. In 1629 the settlement was nearly destroyed by the Spaniards, and in 1706 it was ravaged by the French, who destroyed property to the value of half a million, and carried off between three and four thousand slaves. The island was taken by the French under the Marquis de Bouillé in 1782, but restored to Great Britain by the Treaty of Versailles in the following year.



NEVIS



CONSTITUTION. Nevis forms part of the Presidency of St. Christopher and Nevis, which also includes the island of Anguilla. These islands were united by a Federal Act of the Leeward Islands Legislature in 1882.

HOTELS. There are two hotels: *Bath House*, famous for its hot springs, and *Austin's Hotel-on-Sea*.

COMMUNICATIONS. See St. Christopher, with which there is a regular **Launch** service. **Motor-cars** are available, and a drive round the island (about 20 miles) is recommended. Charges should be arranged beforehand. Sure-footed **Riding-horses** can also be obtained.

SPORTS. There are ample facilities for **Bathing** (from a sandy beach), **Sailing**, and **Boating**. The island has **Lawn-tennis**, **Cricket**, and **Racing** clubs. Good **Fishing** can be had, but there is not much **Shooting**, though on occasions in the fall of the year flights of plover give fair sport, and in the highlands mountain doves, as well as blue and ramier pigeons, can be obtained.

SIGHTS. In **Charlestown**, the capital (population about 1,200), which lies on the shore of a wide-curving bay, the remains of the house in which Alexander Hamilton, who drafted the Constitution of the United States, was born on January 11th, 1757, are pointed out. The ancestral estate, about $1\frac{1}{2}$ miles to the south-east of the town, is still called 'Hamilton's'. From Nevis Hamilton migrated to St. Croix, where he entered a merchant's firm (see page 323).

In **St. Paul's Church** there is a window to the memory of the Right Rev. Daniel Gateward Davis, the first Bishop of Antigua, who had been previously Rector of the parish. He was consecrated in 1842, when the diocese of Antigua was separated from that of Barbados, and died in London in 1857. A tombstone marks the last resting-place of John Huggins (1763–1821), the founder of the Bath House, to which reference is made below. It is inscribed:

Here lies the body of John Huggins, Esquire, who died on the 6th day of December, 1821, aged 58 years. He began a career of usefulness as a merchant in this town. In private life he was a firm friend, an affectionate husband, and a sincere Christian. In public life he gave universal satisfaction as Clerk of the Assembly and

Deputy Treasurer of this island. Not many years before his death he became proprietor of the hot springs over which, out of good will towards his fellow creatures, he erected convenient baths, and at a short distance a large and expensive stone edifice for the accommodation of invalids. This stone was put up by his widow.

The old **Bath House Hotel** is a conspicuous building a little more than a quarter of a mile to the south-west of Charlestown. It serves as a link with the past when Nevis was a fashionable health resort. Here are situated the famous hot springs, which have a temperature of 108° Fahr., and prove of undoubted efficacy in the treatment of gout, lumbago, sciatica and kindred ills to which the flesh is heir.

The actual date of the construction of the Bath House is not known, but on a stone the figure 17— is still decipherable. The house is stated to have cost £40,000, and there is no reason to doubt this, for it is very solidly built of stone—so solidly, indeed, that it has withstood the hurricanes of over a century. The architect evidently sought to combine strength with coolness, for it has lofty vaulted roofs, stone corridors, and wide verandas. The rooms too are spacious and airy. During the days of depression after the abolition of slavery the hotel fell into disrepair and it was closed in 1870. It was, however, reopened some years ago, and is again receiving the patronage of many visitors. The view from the verandas over a wide expanse of sea, the town, and the whole length of St. Kitts, with St. Eustatius beyond, is enchanting, and has been justly praised by many visitors.

The Bath has also been restored. Immediately above it a cool lounge with an open veranda is provided, which adds to the comfort of bathers. Mr. John C. Thresh, who analysed the water some years ago, reported that it closely resembled that from the Wildbad thermal springs of Würtemberg, which are extensively used in cases of chronic rheumatism and gout; and he added that it contained no constituent which would render it deleterious for drinking purposes, and that he found it free from all signs of pollution. The analysis of the thermal water gave the results, expressed in parts per 100,000, shown below:

Calcium carbonate	14.0
Magnesium carbonate	15.7
Sodium carbonate	5.65
Potassium sulphate	3.1
Sodium sulphate	3.55
Sodium chloride	13.55
Sodium nitrate	3.3
Silica with trace of sodium silicate	4.85

Total solid constituents dried at 180° C. = 63.0 63.7

The efficacy of the waters was recognised as far back as 1625 by 'Robert Harcourt of Stanton Harcourt in the County of Oxford, Esquire', who in his 'Relation of the Voyage to Guiana', published in Purchas' *Voyages*, says of 'Meues' (Nevis):

In this Island there is an hot Bath, which as well for the reports that I have heard, as also for that I have seene and found by experience, I doe hold for one of the best and most soveraigne in the World. I have heard that divers of our Nation have there been cured of the Leprosie, and that one of the same persons now, or lately dwelt at Woolwich neere the River of Thames, by whom the truth may be knowne, if any man desire to be further satisfied therein. As for my own experience, although it was not much, yet the effects that I found it work both in my selfe, and other of my company in two dayes space, doe cause me to conceive the best of it. For at my coming thither, I was grievously vexed with an extreme cough, which I much feared would turne me to great harme, but bathing in the Bath, and drinking the water, I was speedily cured; and ever since that time I have found the state of my body (I give God thanks for it) farre exceeding what it was before, in strength and health.

In 1672, Richard Blome wrote of the springs as being 'much frequented for the curing of the several distempers of the Body of Man'. The Rev. Mr. Smith, in his *Natural History of Nevis*, 1745, tells how it cured a Negro boy of leprosy. 'Indeed, all distempered People, both Whites and Blacks, find great benefit by it.' He adds that after bathing and exposure to the trade-wind, and taking half a pint of Madeira wine, he 'was almost as nimble as Mountebank's Tumbler'. Grainger in 1764 stated

that the waters possessed all the properties of the Hot-well at Bristol. It was round the visitors to the Bath House, early in the nineteenth century, that the plot of *The Gorgeous Isle* was woven by Gertrude Atherton, who also deals at some length with Nevis in *The Conqueror*.

At **Fig Tree Church** (2 miles from the pier), the Register containing the entry of the certificate of Nelson's marriage to Mrs. Nisbet, a resident of Nevis, is preserved. The entry runs: '1787, March 11th, Horatio Nelson, Esquire, Captain of his Majesty's ship the *Boreas*, to Frances Herbert Nisbet, widow.' This historic register was brought to London for the Colonial and Indian Exhibition in 1886, where it attracted much attention. At the time of her wedding the bride was twenty-three, and her first husband, a doctor, had been dead for eighteen months. Prince William Henry, afterwards King William IV, gave the bride away. The church also contains a mural tablet bearing the following inscription:

William Woolward of this island Esq. Died 18th of February of 1779. Aged 53 years. He married Mary the Daughter of Thomas Herbert, Esq. To whose joint Memory This Tablet is erected By their only Daughter Frances Herbert: Who was first married to Josiah Nisbet, M.D., And since to Rear-Admiral Nelson who for his very distinguished services has been successively created a Knight of the Bath; and a Peer of Great Britain by the Title of Baron Nelson of the Nile.

The ruins of **Montpelier** (2½ miles from the pier), where Nelson's wedding was conducted, are also pointed out. One of the pillars of the old entrance gate has a tablet upon it inscribed:

ON THIS SITE STOOD
MONTPELIER HOUSE,
WHEREIN
ON THE 11TH DAY OF MARCH, 1787,
HORATIO NELSON,
OF IMMORTAL MEMORY
THEN CAPTAIN OF H.M.S. BOREAS,
WAS MARRIED TO
FRANCES HERBERT NISBET

The hero's memory is also perpetuated by **Nelson's Watering-place**, a creek about three miles north of Charlestown. According to local tradition the future victor of Trafalgar could be seen daily with his spy-glass on **Saddle Hill Peak** and **Battery** (2½ miles by road) while in Nevis.

About a quarter of a mile from Charlestown on rising ground is the old **Queen's House**, formerly the residence of the Commissioner and now the hospital.

The **Jews' Burial Ground** north of the Government road and south-west of Ramsbury Estate, which has been cleared of bush, has some interesting old tombs.

At **St. Thomas**, Lowland (about 3 miles from Charlestown), there is a curious tombstone, rescued some years ago from an old Quaker burial ground at Pollard's, on which is inscribed the following epitaph upon Captain Jacob Lake, who succeeded Sir Thomas Warner as Governor of Nevis:

HERE LYES THE MIROUR OF EACH MARTIALl MIND

RELIGION WHO CONFIRMED AND REFIND

IN ALL HIS ACTIONS WHO WAS FORTUNATE

AN ATLAS TO SUPPORT THE WEIGHT OF STATE

THIS ILANDS SAFGARD AND HER FOES DECREASE

THE FLOWER OF ARMES AND THE TOWER OF PEACE

NOW NEVIS MOURNE READING THIS EPITAPH

HERE JACOB RESTETH AND HERE LYES YOUR STAFFE.

HERE LYETH THE BODY OF CAPTAINE

JACOB LAKE ESQUIER LATE GOVERNOUR OF THIS ILAND NEVIS

WHO DEPARTED THIS LIFE IN OCTOBER 1649

By the side of this tombstone is another to the memory of Governor Lake's daughter.

A drive **Round the Island** (20 miles) is recommended. The road is good and the scenery attractive. To Newcastle, at the extreme north of the island, the distance from Charlestown is 7½ miles.

The ascent of **Mount Nevis**, or **Nevis Peak** (3,596 feet), though not difficult, should be undertaken by the able-bodied only. The view depends largely upon atmospheric conditions, and frequently a cloud caps the summit. In favourable weather, Barbuda, Redonda, St. Kitts, St. Eustatius, and Saba

can be distinctly seen. Time should be considered no object, and refreshments should be taken to beguile the tedium of the journey!

ANGUILLA

The Snakeless Snake Island

ANGUILLA, most northerly of the Leeward Islands, about 60 miles north-west of St. Kitts, has an area of 35 square miles. It has as dependencies The Dogs and neighbouring islets, and a population of over 5,000. Geologically it consists of coral lying on trap rock, covered at irregular intervals by a mixture of red or yellow clay with coralline debris.

INDUSTRIES. Stock-raising, notably small stock, is now the most important industry.

CLIMATE. Anguilla is very healthy, and there is a marked absence of malaria and other tropical ailments.

HISTORY. The island, which derives its name from its resemblance to a snake, or possibly from having been supposed to be infested with snakes, was discovered by Columbus on his second voyage in 1493. It was colonised by the English in 1650. In 1689 the settlers, having been maltreated by the Irish and French, were transferred to Antigua.

MONTserrat

The Emerald Island of the West

MONTserrat, in latitude $16^{\circ} 45'$ N. and longitude 61° W., 27 miles south-west of Antigua and 33 to 35 miles from Nevis, has an area of about $32\frac{1}{2}$ square miles and a population of 14,000. It is entirely volcanic, and has three groups of mountains, the highest elevation being the Soufrière (3,002 feet) in the southern part of the island. The hills rise in steady slopes from the sea, and are cultivated to a height of 1,500 feet. The cultivated land is mainly on the western and south-eastern sides. A natural forest clothes the summits of the two main ranges, and as a consequence streams are plentiful; but the

northern hills being almost denuded of trees, the land in that part of the island is for the most part dry and unprofitable. Plymouth, the capital (population 2,500), stands on the south-west coast, and has an open roadstead; behind it is St. George's Hill, standing out by itself. A peculiarity about Montserrat is that its inhabitants speak with an Irish brogue, traceable to the fact that in the seventeenth century it was almost entirely peopled by Irish.

INDUSTRIES. The cultivation of Sea Island cotton is the staple industry; about 4,000 acres are devoted annually to this crop. Vegetable growing, notably tomatoes, which are exported mainly to Canada, is of some importance. Unfortunately, inadequate shipping and storage facilities are hampering this trade. The cultivation of limes, originally started by Mr. Burke in 1852, and with which the name Montserrat lime-juice was associated in the grocery trade, has declined, giving place to Dominica.

CLIMATE. The climate of Montserrat is comparatively cool and very healthy, there being no indigenous malaria in the island, owing, probably, to the fact that it is so well drained. Though the southern part is dry as the result of deforestation, the north has abundance of water. The mean annual temperature is 78° Fahr., and the rainfall from 40 to 80 inches.

HISTORY. Montserrat was discovered by Columbus in 1493, on his second voyage, and named by him after a mountain near Barcelona. It was first colonised by the English under Sir Thomas Warner in 1632, but was captured by the French in 1664. In 1668 it was restored to England, in whose possession it remained until 1782, when it capitulated to the French. It was again ceded to England in 1784, and since has remained a British Colony.

CONSTITUTION. Montserrat, one of the Presidencies of the Leeward Islands, has an Executive and a Legislative Council over which the Commissioner presides in the absence of the Governor.

HOTEL. *Cocoanut Hill House* on a hill five minutes' walk from the landing-place.

COMMUNICATIONS. The same conditions apply as in the other Presidencies. There is, however, no air communication. A Government contract *Sloop* maintains a weekly service with Antigua and St. Kitts. Schooners or sloops ply intercolonially. Motor-cars are available for island drives, and a launch can be chartered for coastal expeditions.

SPORTS. There is a Lawn-tennis club and also a good Cricket

club, to both of which visitors are admitted. There are, too, a few private lawn-tennis courts.

SIGHTS. **Plymouth**, the capital, has few attractions for visitors beyond its tropical atmosphere and surroundings. The school chapel of **St. Mary's**, built in 1838 as a thank-offering for the emancipation of the slaves, was enlarged in 1885.

In **St. Anthony's Church**, just outside the town, are tablets to the memory of the Laffoon family, 1772, and the Hon. Alex. Gordon, President of the island, who died on June 16th, 1790. The original church was rebuilt in 1730, enlarged in 1893, and restored in 1900, after having been destroyed by hurricane in the preceding year. The silver chalices are inscribed:

THIS CHALICE WAS PRESENTED BY THE FREE LABOURERS OF THIS ISLAND AS A THANK-OFFERING TO GOD FOR THE BLESSING OF FREEDOM VOUCHSAFED THEM ON THE 1ST AUGUST, 1838

In the south part of the island there is a school chapel built in 1891 and dedicated to **St. Patrick**.

Government House (5 minutes' walk from Plymouth) is a modern building three stories in height and surrounded by wide verandas on cliffs facing the sea. It stands on the site of a former Government House erected in 1750, and is surrounded by beautiful grounds.

Gage's Soufrière ($\frac{1}{2}$ hour's ride) and **South Soufrière** ($1\frac{1}{2}$ hours' ride) should both be seen. Permission can usually be obtained from the proprietor to visit Gage's Soufrière. It would be an ideal spot for the erection of a bathing establishment, as there are hot and cold springs near it, the former being impregnated with mineral matter, chiefly calcium chloride. South Soufrière is beautifully situated on the south side of Chance's Mountain, which rises to a height of 3,002 feet, in the southern group. It has several boiling springs and vents which emit steam and sulphurous vapours. Around it there are deposits of gypsum and sulphur.

A drive across the island to **Harris Village** (about 4 miles

from Plymouth) in the hills near the centre of the island is worth taking for the sake of the beautiful tropical scenery.

In the Roman Catholic burial-ground in St. Patrick's on the road to O'Garas at the south of the island is a headstone to the memory of Michael Dardis, Esq., 'who departed this Life on Thursday the 23rd day of Febr'y 1797 . . . ' formerly 'Surgeon on Board the *Vestal* Capt. Samuel Hood (now Lord Hood), when she engaged and took the *Bellona* a French Frigate of superior Force after a severe and bloody Conflict, upon which occasion the following Epigram was written:

In vain Bellona mounts the Gallic Gun
To try the Honor of the British Nun
Chaste as she lived so bravely shall expire
There's no extinguishing the Vestal Fire!

The island was once strongly fortified, and the ruins of many forts and batteries, including **Fort Barrington** and **Fort St. George**, can be visited. From the position of these defences, which protected the various roads and passes, it is evident that the fortifications were very carefully planned. Fort St. George is on the summit of St. George's Hill (1,200 feet), a ride of about twenty minutes from Plymouth. It commands a fine view of the town and surrounding country. Fort Barrington is an easy walk of about twenty minutes from Plymouth. It was so named after Sir Samuel Barrington (*see* page 177).

Visits may also be made to cotton, lime, and cacao plantations.

For those in search of quiet, Montserrat affords a delightful haven of rest.

THE VIRGIN ISLANDS

St. Ursula's Archipelago

It is related of a certain Cabinet Minister that when asked in the House of Commons where the Virgin Islands were situated he replied that he could only say they were a long way from the Isle of Man!

The Virgin Islands are a group of islands and islets which lies in latitude $18^{\circ} 27' N.$ and longitude $64^{\circ} 39' W.$, about 60 miles to the eastward of Puerto Rico. The British islands in this group include Tortola, Virgin Gorda, Anegada, Jost Van Dyke, Peter Island, and Salt Island, besides numerous small islets, which have a total area of 67 square miles and a population of 7,000, or 105 to the square mile, and form the Virgin Islands, a Presidency of the Leeward Islands. The United States own St. Thomas, St. John, and St. Croix, which comprise the 'Virgin Islands of the United States' (see page 316), and also Bieques, or Crab Island, and Culebra, the two islands nearest to Puerto Rico. The population figures are rough estimates, owing to the peculiar mobility of the population between the British and American Virgin Islands.

Tortola (population 4,800), whose name is the Spanish for 'turtle dove', is hilly and rugged, Mount Sage rising to a height of 1,780 feet. It is an irregular-shaped island 10 miles long by $3\frac{1}{2}$ broad, and is divided from Virgin Gorda by Sir Francis Drake's Channel, through which the Elizabethan navigator took his ships on his way to attack Puerto Rico in 1595. Road Town, the chief town (population 400), is a port of registry, and Road Harbour, on which it stands, is about one mile long by half a mile wide. It faces south-east and has a safe approach and deep water. An early visitor described Tortola as 'sitting among the group of surrounding islets like a tall girl with her little brothers and sisters grouped around her'. **Jost Van Dyke** (population 400), a rugged and mountainous little island due west of Tortola, was the birthplace of Dr. William Thornton, who designed the American Capitol at Washington. Its name indicates its probable Dutch discovery and colonisation. Jost Van Dyke was also the birthplace of that 'volatile creole', Dr. John Lettsom, the founder of the Medical Society of London, and the most famous English physician of his day, of whom the following doggerel is still recalled:

I, John Lettsom
Blisters, bleeds and sweats 'em;
If after that they please to die
I, John Lettsom.

Virgin Gorda (population 450) lies to the north-east of Tortola. It is square in shape, with two arms extending to the north-east and south-west, and it is almost divided in two, the south-west peninsula being flat, while the rest is rugged and mountainous, Virgin Gorda Peak rising to a height of 1,370 feet. On the north side is Gorda Sound, forming a capacious and well-protected, though not very accessible, harbour, and the south-western end is strewn with huge masses of granite extending to the south in a series of islets, the most notable of which, from its likeness to a ruined city, is known as **Fallen Jerusalem**. Hakluyt thus described Virgin Gorda: 'La Virgin Gorda is an high island and round, and seeing it you shall espie all the rest of the Virgines which lie east and west one from another and are bare, without any trees.'

Anegada (population 400), the 'inundated' island, is the most northerly of the Lesser Antilles. It has an area of 13 square miles, and despite its name does not suffer from an excessive rainfall.

Sombrero (population 5)—known to generations of sailors as 'Spanish Hat', owing to its peculiar shape—is a bare rock rising from the sea to a height of 40 feet in the channel dividing the Virgin Islands from the other Leeward Islands. It was on this desolate island that Robert Jeffrey, an armourer's mate of the 18-gun brig *Recruit*, was marooned by his commanding officer, Captain the Hon. Warwick Lake, as a punishment for misdemeanour in December 1807. After eight days, during which he managed to sustain life on a few limpets and rain-water, he was picked up by an American ship and taken to Marblehead, Mass., where he secured work as a smith. Meanwhile the Commander-in-Chief had caused Sombrero to be searched for the man, but it was not until 1810 that he was discovered in the United States and taken to England in H.M.S. *Thistle*, which was sent out specially to bring him home. Jeffrey, after his case had been raised in the House of Commons, received £600 compensation from the British Government and Captain Lake was court-martialled and dismissed the Service. Jeffrey afterwards exhibited himself in London. Sombrero was once leased to a company which exported phosphate of lime, but the lease expired in 1893. On

August 10th, 1904, an Order in Council was passed annexing the island to the Leeward Islands at a date to be appointed by the Governor by proclamation. A lighthouse has recently been erected on Sombrero. The remaining British islands which are inhabited are **Salt Island** (population 50), **Peter Island** (population 50), and **Thatch Island** (population 20).

INDUSTRIES. Livestock raising, principally cattle, is the most important industry. Some Sea Island cotton and sugar-cane are also grown, the latter for rum making. Vegetables are cultivated. These and livestock are exported to the neighbouring islands. The peasants take their produce in small boats to St. Thomas, and this constant sailing among the reefs and currents which surround the Virgin Islands makes them the finest seamen in the West Indies. They are a hardy, intelligent race, remarkably distinct from the inhabitants of the neighbouring islands. Their trade is mainly with St. Thomas, St. Croix and St. John, and to a smaller extent with Haiti and Santo Domingo. Fibrous plants, such as agaves and bromelias, grow wild in Tortola. The native women are renowned for the Spanish drawn-thread work which they execute with great skill.

CLIMATE. The climate of the Virgin Islands is more healthy than that of many other West Indian islands, the heat being less oppressive. The thermometer rarely rises over 90° Fahr., and at night often falls as low as 65° Fahr. The average annual rainfall is about 55 inches. The islands are occasionally visited by hurricanes.

HISTORY. The Virgin Islands were discovered by Columbus on his second voyage in 1493, and named by him in honour of St. Ursula and her fellow martyrs. Tortola is said to have been first settled in 1648 by Dutch buccaneers, who were driven out by Englishmen of the same profession in 1666. The island and its dependencies were soon afterwards annexed to the Leeward Islands Government by a commission granted by Charles II to Sir William Stapleton. In John Pickering, who died in 1768, Tortola had a Quaker Governor at a time when war with Spain was raging in West Indian waters.

CONSTITUTION. A civil government and courts of justice were established in the British Virgin Islands in 1773. Since 1871 the Virgin Islands have been a Presidency of the Leeward Islands.

HOTELS. There are no hotels in the British Virgin Islands, but limited accommodation is available at Road Town, Tortola, at the *Social Inn*.

COMMUNICATIONS. The best external connection is with

St. Thomas by **Motor-launch**. There is good **Riding**, the ponies being very sure-footed.

SPORTS. There is a **Cricket Club** in Tortola, and much enjoyment can be derived from **Boating**, **Shooting**, and **Fishing**. Tarpon (called locally 'Bass'), king-fish, cavalry, barracouta, etc., afford excellent sport for the rod, while pigeon, dove and wild duck fall to the gun.

SIGHTS. Many pleasant rides can be enjoyed in **Tortola**, which has a coast road extending for a distance of 20 miles from the west to the east end, and also bridle-paths in the mountains. The views from the mountain tops are magnificent, and so rare is the atmosphere that islands forty miles distant can be seen from them on a clear day. Near **Road Town** are the **Botanical Gardens** and the Experimental Station established by the Imperial Department of Agriculture in 1900. Beyond these the only 'sights' are two old cemeteries, **Fort Charlotte**, and an old fort at Packwood Point.

In **Virgin Gorda** there are natural baths formed of massive blocks of granite, said to have been used by the Caribs, and an old copper mine. The mine was opened in 1839 and closed in March 1842. Fifty tons of ore valued at £2,500 were exported in 1841, and 170 tons valued at £3,400 in 1842. Work was restarted in 1859, between which year and 1862, when the mine was again closed, 1,092 tons 7 cwt. of ore valued at £15,220 were exported. On **Salt Island** the salt ponds are of interest, while on **Norman Island** the old Pirates' Caves should be visited. They can be reached in small boats. A few years ago an iron chest containing treasure was found in the caves.

An island of sentimental interest is **Dead Man's Chest** (just north-west of Peter Island), whose name may have inspired R. L. Stevenson to quote in *Treasure Island* the lines:

'Fifteen men on the dead man's chest—
Yo-ho-ho, and a bottle of rum!'

Waller, in his *Voyage in the West Indies, 1820*, describes another island with a similar name $4\frac{1}{2}$ miles off the centre of the south coast of Puerto Rico.

This rock, when seen from a distance, appears a flat surface almost level with the surface of the water; but, on a nearer approach, it assumes a regular shape, which has been compared, by one of the Spanish Fathers who first visited the country, to a table with a coffin lying upon it; whence it has its name, in Spanish *el Casa di Muerti*, which means nothing more than a coffin, but, literally translated, is the Dead Man's Chest, its present English name.

Describing the amenities of these islands in *The West India Committee Circular* in 1921, Mr. John Levo wrote:

One can imagine no better holiday for a fisherman than cruising in a motor-boat among the islands, with a tent for shore of nights, with food and conversation enriched from the day's catch. It is a common occurrence here, bank-fishing off Peter Island, for the angler to catch his king-fish and then lose it again in the jaws of a shark. One man with a rod, and another with a gun, would make an effective combination, and give an additional zest to the sport. Good health, a perfect climate, a moderate and sure return for small capital and congenial work—all are to be experienced in a land so beautiful that to describe it one turns from ineffectual speech to its pregnant and expressive name: The Virgin Islands. Summits of the fabled Atlantic, a chain of gems threaded upon a band of azure waters—a rosary meet for the bosom of the Virgin—here they lie at rest, waiting to be known, unchanged in aspect since the caravel of Columbus first broke into their calm. They offer ideal and material gifts to those who come to them and less hardy adventurers than their discoverer would find their beauty undisturbed and serviceable, and perhaps be wisely tempted to stay and make them, by adoption, their own.

Visitors to the West Indies wishing to leave the beaten track would find a short sojourn in the unpretentious island of Tortola of great interest.

CHAPTER IX

JAMAICA AND ITS DEPENDENCIES

Indus uterque serviet uni

JAMAICA, the largest of the British West Indian islands, lies towards the north of the Caribbean Sea, about 90 miles south of Cuba and 1,150 to the north-west of Barbados. It is rather more than twice the size of Lancashire, having a total area of 4,411 square miles, and its population is 1,418,000.

The length of the island is 148 miles, extreme breadth 52 miles, and least width (from Kingston to Annotto Bay) $21\frac{1}{2}$ miles. Turks and Caicos Islands (population 6,148), with an area of 169 square miles, though geographically part of the Bahamas, are a dependency of Jamaica. So, too, are the Cayman Islands (population 6,700), whose area is about 100 square miles, lying 110 to 156 miles north-west of the west end of Jamaica, the Morant Cays, three tiny coral islets, with an area of 2 square miles, 33 miles south-east of Morant Point, and the Pedro Cays, about 40 miles south-west of Portland Point, the most southerly point near the centre of the coast.

Jamaica is very mountainous, and history relates that Columbus, wishing to describe its features to Queen Isabella, took a piece of paper in his hands and crumpled it up. The main ridge of mountains runs east and west, with spurs extending to the north-west and south-east, the latter terminating in the east in the famous Blue Mountains, the highest peak of which has an altitude of 7,388 feet. The island is indented with many bays and harbours, notable among which are Port Antonio at the eastern end, Montego Bay at the western end of the north coast, and Old Harbour and Kingston, both on the south side of the island. The latter is the finest harbour in the West Indies. It has a total area of about 16 square miles, and a depth, over at least 7 square miles, of from 7 to 10 fathoms. The harbour is protected by a

JAMAICA

- Motor Roads
- - - Secondary Roads
- Railways
- Provincial Boundaries

Miles
0 5 10 15 20



long spit of sand called the Palisadoes, $7\frac{1}{2}$ miles long, at the extremity of which is Port Royal. The city of Kingston and the airport at Palisadoes suffered during the 1951 hurricane; most of the damage has now been repaired.

Jamaica has many rivers and streams, most of them rapid. The principal are Black River, famed for Maggotty Falls, which runs through St. Elizabeth in the south-west and is navigable for 25 miles, and the Rio Grande in the north-east. Roaring River, with its beautiful falls in St. Ann's Parish and Rio Cobre, which empties itself into Kingston Harbour, are the most picturesque. Among other streams are Plantain Garden River, in St. Thomas, which waters a broad and fertile valley, and Martha Brae, near the mouth of which are Falmouth and its harbour. The island is divided into three counties, Surrey in the east, Middlesex in the centre, and Cornwall in the west; and fourteen parishes, which form the true political divisions.

INDUSTRIES. There have been important changes in the agricultural economy in recent years. In the early days sugar and rum were supreme, and on some estates sugar-canes were grown primarily for rum manufacture. These were supplanted in the late nineteenth century by fruit, notably bananas. Indeed, the exports of bananas have exceeded 27 million stems in a single year. By 1950, however, banana exports had decreased to roughly one-fourth of that figure. While shipping difficulties during World War II had a depressing effect on the industry, the tremendous drop in production has been largely due to the incidence of Panama Disease, which has continued to spread with alarming rapidity in the plantations of the favoured commercial variety, Gros Michel (*see* Chapter XIX). Fresh hopes have been raised by the use of a resistant variety, Lacatan. Exports of this rose to nearly half a million stems in 1950. The place of bananas has now been taken by sugar, which has become the island's major export. In 1950 production reached 271,580 tons, the largest output of all the British Caribbean territories. Rum continues to figure prominently in the list of exports, although handicapped by the high import duty in the United Kingdom, the island's principal market.

Citrus and citrus products are expanding, and the Citrus Growers' Association has been made solely responsible for the marketing and export thereof. Having secured a ten-year contract for concentrated

juices with the United Kingdom Ministry of Food, a new factory for the processing is now in operation. The cocoa industry is benefiting by enhanced prices for the raw product, 60 per cent. of which is used in the local manufacture of cocoa powder and cocoa butter; mostly for export, the remaining 40 per cent. of the beans going to Canada. The coffee industry is being rehabilitated. That grown in the Blue Mountains is rated amongst the best in the world, but ordinary Jamaica estate coffee, too, is of excellent quality. All coffee, except the Blue Mountain type, is tested and marketed by the Department of Commerce and Industries, which is the sole exporter. Tobacco (chiefly in the form of cigars), tomatoes, ginger, pimento, honey, and logwood also figure in the exports.

Locally consumed commodities produced on an increasing scale are: maize, the island being practically self-supporting in cornmeal, an important article of diet; coco-nuts, which supply nearly all the requirements of cooking oil, margarine, lard, and laundry and toilet soaps; milk, much of which is processed and a small surplus of condensed milk even exported; and eggs. The livestock industry is well developed in Jamaica and figures prominently in the mixed farming settlements among the peasantry.

A wide range of manufacturing industries is receiving encouragement under the Pioneer Industries (Encouragement) Law, while bauxite mining has been the subject of negotiation and encouragement under the Bauxite and Alumina (Encouragement) legislation.

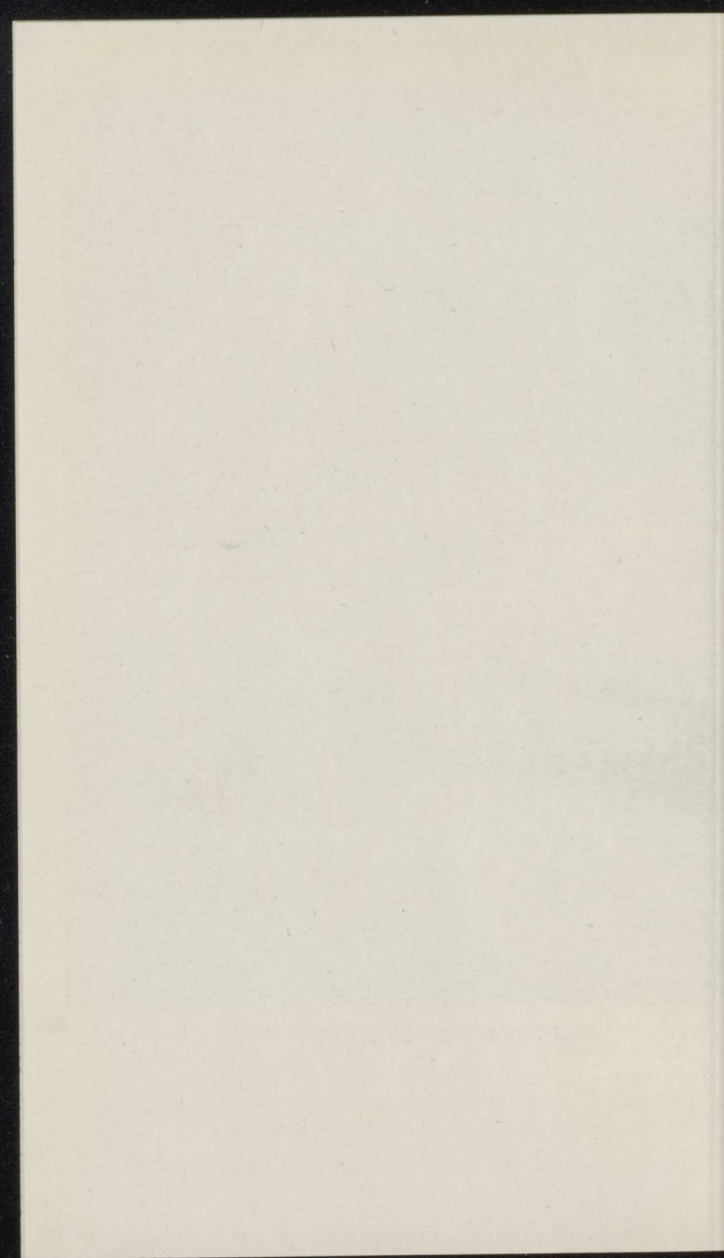
An industry of outstanding importance and which has continued to develop and expand is tourism. The tourist trade is now second only in value to the sugar industry. Nearly 75,000 persons visited the island in 1950. To keep pace with requirements, the building of new hotels is being encouraged under the Hotel Aids Law. The Tourist Trade Development Board, a statutory body, is entrusted with promotion of the trade, and maintains an Information Bureau in Kingston with representatives abroad (*see* page 258).

CLIMATE. Jamaica offers a variety of climates. Near the sea-level the temperature varies from 68° Fahr. to 85° Fahr., but in the mountains it often falls as low as 45° Fahr. on winter nights. Houses in the Blue Mountains even have fireplaces, and on Blue Mountain Peak frost is not unknown. There are two principal rainy seasons, namely, in May and October, but there is generally more or less rain all through the summer months. As a rule, less rain falls in Kingston than in most other parts of the island. The heat is tempered by sea breezes, appropriately called 'The Doctor', during the day and land breezes by night.

HISTORY. Jamaica, the largest of the British possessions in the



ON THE NORTH COAST OF JAMAICA



West Indies, was discovered by Columbus on May 3rd, 1494. He called it St. Jago, after the patron saint of Spain, but it reverted to its native name 'Xaymaca' ('well wooded and watered'). On his fourth and last voyage he again visited the island. Being caught in a violent storm, he ran his ships aground near St. Ann's Bay, on the north coast. When Columbus died in 1506 his son Diego inherited his property, and went out to Hispaniola (the island now divided between the Republic of Haiti and the Dominican Republic) as Governor. On arriving there he found that Jamaica had been partitioned between two Spaniards, and, accordingly, in order to establish his rights, he sent out Esquivel, or Esquimel, to found a settlement in the island under his direction. The settlement was established on the north side; but in 1534, because the south coast was healthier and of greater value to the ships going to and from Spain, the town of St. Jago de la Vega, now Spanish Town, was founded, and this soon became the chief town.

In 1596 the island was raided by the English under Sir Anthony Shirley, who attacked and plundered Spanish Town, and in 1643 Colonel Jackson, with 520 men from the Windward Islands, landed at Port Royal and exacted a ransom from the defenders. But Jamaica remained Spanish for 161 years, and it was not until May 11th, 1655, that it changed hands. On that eventful day it yielded to a force under Admiral Penn and General Venables, sent out by Cromwell against the neighbouring island of Haiti. In 1657-8 an attempt was made to recapture the island for Spain; but it failed, as most of the Spanish colonists were apathetic. The African slaves of the Spaniards, called Maroons, fled to various mountain fastnesses, and they were not finally pacified until 1796 when, following a rebellion, many of them were deported to Nova Scotia. In June 1670, the British occupation of Jamaica was formally recognised by the Treaty of Madrid.

Colonisation proceeded, and there was a large influx of soldiers, who did not make good colonists, and of undesirable refugees. A number of settlers also came from Nevis and other West Indian islands. Jamaica became one of the headquarters of the buccaneers, a daring band of freebooters of all nationalities, who were opposed to the rule of Spain. These freebooters were in the habit of drying their meat on wooden grills called 'boucans', to which circumstance they owed their name.

CONSTITUTION. In 1944, Jamaica was granted a new Constitution, replacing the previously existing modified form of Crown Government, in which there was a majority of official members and nominees of the Governor in the old Legislative Council, pre-

sided over by the Governor. The new Constitution provides for four principal bodies: Privy Council; Executive Council; Legislative Council; and House of Representatives, which is wholly elected.

The Privy Council consists of the Colonial Secretary, the Officer Commanding the Troops (if not below the rank of Lieutenant-Colonel), the Attorney-General, the Financial Secretary, and two Nominated Members, who must be persons not holding office of emolument under the Crown and who vacate their seats at the end of three years. The functions of this Council are to advise the Governor on matters pertaining to the Royal Prerogative and the discipline of the Civil Service.

The Executive Council consists of the Governor as Chairman, three Official Members—Colonial Secretary, Attorney-General, and Financial Secretary—two Nominated Members, who must be members of the Legislative Council but not holding office of emolument under the Crown, and five Elected Members of the House of Representatives elected to the Council by the House. The Executive Council is the principal instrument of policy, and also prepares the Annual Estimates of Revenue and Expenditure. Although not provided for in the Constitution as yet, there is a system of ministerial responsibility whereby the five Elected Members of this Council deal in the House with five assigned groups of subjects as affecting the Government Departments concerned.

The Legislative Council consists of three *Ex-officio* (the same as in Executive Council) Members, two Official Members (who must be persons holding office of emolument under the Crown), and not less than ten Unofficial Members, nominated by the Governor (who must not hold office of emolument under the Crown). The Council elects an Unofficial Member (who must not be a Member of the Executive Council) to be its President. The functions of this Council are chiefly the consideration of legislation passed by the House of Representatives. All Bills must be passed by the Legislative Council before they can become law.

The House of Representatives consists of thirty-two Members, one from each of the thirty-two constituencies into which the island is divided. Election is for a period of five years, on the basis of adult suffrage. The House elects a Speaker from among its Members, and five members to serve as Elected Members of the Executive Council; these five are designated Ministers in accord with adopted practice as indicated previously. The Annual Estimates are subject to the approval of the House. Any question may be debated, but no Bill certified by the Speaker as a money measure or intended to implement the policy of Government may be introduced without the

approval of Executive Council. All Bills must be passed by this House and the Legislative Council before they can become law.

A system of local government is maintained, operating through the fourteen parishes into which the island is divided. The city of Kingston and St. Andrew are amalgamated under a corporate body known as the Kingston and St. Andrew Corporation, with a Mayor and Council. Municipal and parochial elections are held triennially.

HOTELS. Jamaica has hotels and boarding-houses to suit every purse. Rates include three meals a day—American plan. Special rates for long stay and children are subject to arrangement. As explained under **HOTEL AND OTHER CHARGES** (Chapter I), it is not advisable to quote rates, and confirmation of these is recommended at time of booking. Lists of hotels and guest-houses, with rates in force for the season, can be obtained from the Tourist Development Board on application. Visitors are advised to bring money in the form of bank drafts, travellers' cheques, or other dollar instruments, or American and Canadian currency. Jamaica is not a participant in the currency arrangements of the Eastern Group of British territories (*see* **MONEY** in Chapter I).

Below will be found a list, by no means exhaustive, of the larger hotels and the number of persons accommodated. The best beaches are in the Montego Bay area on the north-west coast, which is the principal tourist resort. In fact, all north-coast hotels advertise beaches and swimming. Many have swimming-pools as well, and other amenities, such as fishing, riding, boating, tennis, and dancing.

Parish of Kingston. The *Myrtle Bank* (205), with garden running down to the harbour, and private swimming-pool; *South Camp* (50); *Melrose* (35).

Parish of St. Andrew (suburb of Kingston). *Manor House* (53)—Constant Spring; *Mona* (40)—near Hope Gardens; *Liguanea Terrace* (35)—Hope Road; *Courtleigh Manor* (42)—Trafalgar Road, $3\frac{1}{2}$ miles from Kingston. In this suburban parish, including the Constant Spring and Hope districts, there is a wide choice of accommodation, at elevations varying between 500 and 600 feet, 5 to 6 miles from the city and handy for golf and other sports clubs. Accommodation is also available in the Blue Mountains (12 to 13 miles from Kingston) at *Bamboo Lodge* (14), elevation 2,400 feet, and *Strawberry Hill* (15), elevation 2,800 feet. •

Parish of Portland. *Titchfield* (70)—Port Antonio (north-east coast), 63 miles from Kingston.

Parish of St. Mary. *Tower Isle* (180)—Tower Isle P.O., 60 miles from Kingston on the north coast; 4 miles from Ocho Rios.

Parish of St. Ann. There are several hotels in this north-coast

parish, situated at distances varying from 55 to 70 miles from Kingston: *Columbus Inn* (54)—Discovery Bay; *Jamaica Inn* (40)—Ocho Rios; *Shaw Park* (50)—Ocho Rios; *Silver Seas* (50)—Ocho Rios; and others.

Parish of Trelawney. Also north coast. *Good Hope* (44)—Falmouth, 25 miles from Montego Bay.

Parishes of St. James and Hanover. Montego Bay and environs, north-west coast. *Montego Beach* (144); *Chatham* (95); *Bay Roc* (80); *Casa Blanca* (76); *Sunset Lodge* (74); *Beach View* (56); *Gloucester House* (54); *Ethelhart* (48); and others.

Parish of Manchester. Mandeville district, centre of the island, elevation 2,060 feet, 61 miles from Kingston. With its cool temperature, is usually favoured by English visitors. Reached by rail or car. Its principal amenities are: a cinema, country club, and golf. Hotels: *Manchester* (30); *Mandeville* (30); and others.

Jamaica Information Offices are located as follows: *Kingston*—Tourist Bureau, 80, Harbour Street; *London*—West India Committee, 40, Norfolk Street, W.C.2; *New York*—Jamaica Tourist Board, 551, Fifth Avenue; *Miami, Florida*—Jamaica Tourist Board, 1631, DuPont Building; *Toronto, Canada*—McKim's, Ltd., 47, Fraser Avenue.

COMMUNICATIONS. Jamaica has regular passenger steamship services with the United Kingdom, but none with the United States, Canada, and Central America. Travel to and from these latter countries is mostly by air. There is, however, considerable shipping activity by cargo steamers. Excellent air services connect Jamaica with the United States, Canada, and the United Kingdom. Miami, Florida, is only three hours' flight away. There are two principal airports—Palisadoes (Kingston) and Montego Bay. The commercial airlines operating are: British Overseas Airways Corporation; British West Indian Airways, Ltd.; Trans-Canada (T.C.A.) Airlines; Pan-American World Airways, Inc.; Royal Dutch (K.L.M.) Airlines; Avianca Airlines (an affiliate to Pan-American). In addition, a number of non-scheduled airlines operating between the U.S.A. and South America use the Palisadoes airport.

Internal transport is largely taken care of by the Jamaica Government Railway, of which there are two main lines—Kingston to Montego (112 miles) and Spanish Town to Port Antonio (63 miles). Branch lines make up the total length to 207 miles. In addition, there are many garages in Kingston and the large towns at which **Motor-cars** can be hired. The main roads cover a total length of 2,605 miles, and these are supplemented by many paro-

chial roads. **Motor-omnibuses** operate on all the principal routes.

SPORTS. Lawn-tennis is played at the Liguanea Club at Knutsford Park, near Halfway Tree, at the St. Andrew Club at the Cross Roads, and on the courts of the Kingston C.C. at Sabina Park. The **Golf Links** of the Jamaica Golf Club are at Constant Spring. There are also links at the Liguanea Club, and the St. James's Country Club near Montego Bay. **Cricket** clubs include the Kingston, Kensington, Garrison, Melbourne, Clovelly, and Lucas. **Polo** is played weekly at the Camp, on the ground of the Kingston Polo Club at Knutsford Park, and at Drax Hall in St. Ann.

Yachting and **Rowing** can be enjoyed in Kingston and other harbours. The larger hotels all cater for tennis, swimming, and other sports. **Bournemouth Bath** on the Rock Fort Road is a favourite resort for bathing and dancing.

There is fair sport in Jamaica for **Rod and Gun**. Blue pigeon, the baldpate, the ring-tail pigeon, the white-wing, the pea dove, the white-belly and the partridge are the principal game-birds. The close time is from March 1st to about July 15th, or sometimes even to August 21st. Jamaica is visited every winter by large flocks of duck, teal, and snipe, which afford good sport. Snook, snappers, and tarpon are to be caught with rod or hand-line at the mouth of nearly all the rivers. Tarpon also abound in the bays and inlets, and often scale over 100 lb. Higher up the rivers, mountain mullet, sand-fish, snook, tarpon and drummer are all to be caught.

Racing takes place under the Jamaica Jockey Club at Knutsford Park, and in the country districts. Those who wish to enjoy **Motoring** are advised to consult the Jamaica Automobile Association in Kingston, which is always ready to assist with licences, road maps, sight-seeing, cleaning of private cars, insurance, and similar matters.

CLUBS. **Kingston.** The **Jamaica Club** at 59, Hanover Street, in Kingston, founded in 1872, welcomes visitors. The **Liguanea Club** at Knutsford Park, opened by Chief Justice Sir Fielding Clarke in 1910, and the **St. Andrew Club**, off Cross Roads, founded in 1895, are select country clubs. The **Royal Jamaica Yacht Club** has a club-house in Rae Town, which commands a splendid view of Kingston Harbour. **Montego Bay, Mandeville, Morant Bay**, and the other towns of importance also have comfortable social clubs. There is a night-club in Kingston, and its cabaret shows attract large numbers of visitors during the season.

SIGHTS. Vessels bound for Kingston from the north proceed through the Windward Passage, the strait 45 miles wide

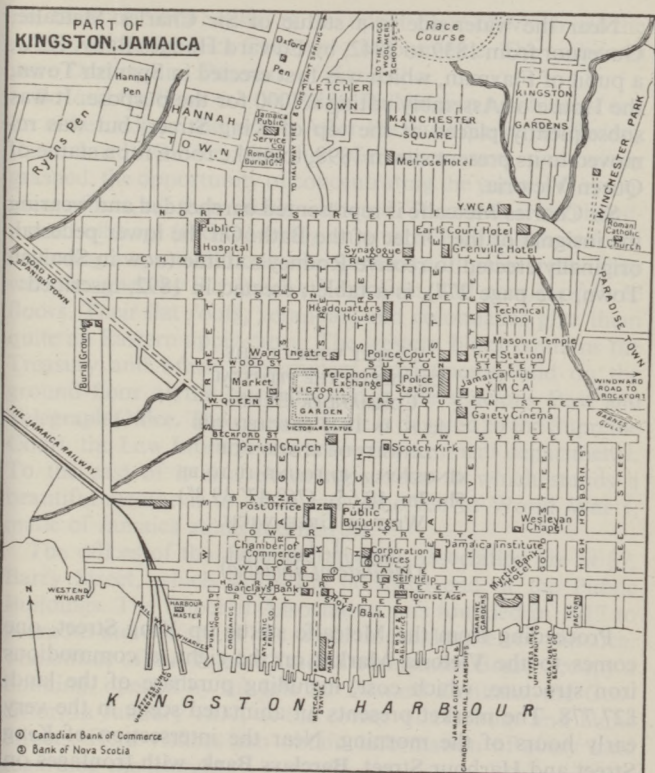
between Cape May in Cuba and Mole St. Nicolas in Haiti. At the southern end of it is the flat Navassa Island, which was taken possession of, in the name of the United States, by one Peter Duncan on July 1st, 1857. For some years guano was recovered from it. Its only residents to-day are the keepers of its tall lighthouse and wireless operators.

Leaving Navassa to port, vessels take a westerly course and coast along the south shores of Jamaica until they reach Port Royal, at the extremity of a spit of sand, $7\frac{1}{2}$ miles long, called the Palisadoes, which encloses Kingston Harbour. Here they are boarded by the health officer, and having been granted pratique they proceed along a buoyed channel to Kingston. The grim Apostles' Battery—so called from the number of embrasures—Port Henderson and Fort Augusta are passed in succession on the left, and it is not until one is quite near the city that Kingston is seen nestling at the foot of the superb mountains, the nearer of which is the Long Mountain, with the famous Blue Mountains beyond. The heights on the left are the Healthshire Hills on which Rodney had his look-out when he was on the Jamaica Station from 1771 to 1774.

Kingston, capital of Jamaica (population, including suburbs, 120,000) is the largest town in the British West Indies. The city was founded in 1692, when Port Royal, till then the chief town, was destroyed by an earthquake (which was followed by a fire in 1702), and the survivors were moved to the lower part of Liguanea, the property of Sir William Beeston, where Kingston now stands. It was not, however, until 1870 that the seat of government was transferred to Kingston from Spanish Town by Governor Sir John Peter Grant. On January 14th, 1907, the greater part of Kingston was destroyed by fire and earthquake, but it has long since been rebuilt. Vessels visiting Kingston usually lie alongside one of the piers which jut out into the harbour.

On emerging from the Customs after the usual formalities, one enters Port Royal Street, parallel with the harbour front. Here many merchants' offices and warehouses are situated. Towards the eastern end is the picturesque domed Royal Mail building which accommodates the **Cable Offices**.

Harbour Street, running parallel with Port Royal Street, is



an important business thoroughfare. Near its east end, on the south side, is the **Myrtle Bank Hotel**. Constructed in the old 'Mission' style, it replaces a red-brick building destroyed in 1907. It has a pleasant garden running down to the harbour's edge and a delightful open-air swimming-pool.

Harbour Street is intersected near the centre by **King Street**, the most important thoroughfare in Kingston, which extends from the water-front through Victoria Park to the northern limits of the city.

Near the water-side is a statue of Sir Charles Metcalfe, Governor from 1839 to 1842, by Edward Hodges Baily, R.A., a pupil of Flaxman, which was first erected in Spanish Town, the House of Assembly voting £3,000 for the purpose. It was subsequently placed at the top of King Street, but was removed to its present site in 1898, to make room for a statue of Queen Victoria.

Sir Charles Metcalfe is represented bareheaded and wearing the insignia of the Order of the Bath. On the lower pedestal, originally erected to receive Rodney's statue (now in Spanish Town, *see* page 277), is a tablet, erected in 1892, inscribed:

12 FEET WEST OF THE
CENTRE OF THE PEDESTAL,
COMMANDER GREEN,
U.S.N. IN 1875 ERECTED THE
LONGITUDE STATION OF
KINGSTON AND FOUND IT TO BE
5h. 7m. 10.65s. ($76^{\circ} 47' 39.8''$)
WEST OF GREENWICH.
I. J.
(*Institute of Jamaica*)

Proceeding from the Metcalfe statue up King Street, one comes to the **Victoria Market** on the right, a commodious iron structure, which cost, including purchase of the land, £27,778. The market presents an animated scene in the very early hours of the morning. Near the intersection of King Street and Harbour Street, **Barclays Bank**, with frontages on the latter and Water Lane, in on the left. It is built in the Queen Anne style from designs by Hoare and Wheeler, and was opened in 1909. The plinth is finished with green marble from Sweden, and the roof is covered with green glazed tiles, which with the copper domes strike a pleasing note of colour.

The **Royal Bank of Canada** is in the block between Port Royal and Harbour Streets, and the **Canadian Bank of Commerce** is diagonally opposite in Harbour Street.

A little higher up King Street on the left is the building of

the **Bank of Nova Scotia**, in the upper floor of which are the rooms of the Jamaica Chamber of Commerce. The architects were Darling and Pearson, of Toronto.

Beyond the Bank are the **Public Buildings** in two blocks, one on either side of the street. After the earthquake Sir Sydney (later Lord) Olivier, the then Governor, saw, and wisely grasped, the opportunity of concentrating the various Government offices, till then widely scattered. The result is two handsome buildings (each covering an area of 32,430 square feet), enclosing a space laid out with gardens and palm trees. They were designed by Sir Charles Nicholson, and consist of three floors. Their flat roofs, verandas, and colonnades give them quite an Eastern appearance. The western block contains the Treasury and other Government departments, and on the ground floor at the northern end is the spacious **Post and Telegraph Office**. The eastern block is devoted to the Supreme Court, the Law Library, and more Government departments. To the east of it is a charming garden in which stands a beautiful memorial to Jamaicans who fell in World War I, made of Jamaica stone and marble.

The offices of the **Jamaica Imperial Association** are at 87, Barry Street, which skirts the northern end of the Public Buildings. The Imperial Association was founded in 1917 to promote the welfare of the trade and industries of Jamaica. The offices of the **Tourist Trade Development Board** occupy a building, opened by the late Sir Edward Denham, the Governor, in January 1937, at the corner of Harbour and Duke Streets. Here visitors can obtain information of every kind regarding the island.

The **Station** of the Jamaica Government Railway is some blocks to the west of the Public Buildings, and can be reached by Barry Street.

To the west of the station are the packing house of the Co-operative Citrus Products Association, and the factory of the Co-operative Coco-nut Producers' Association.

Beyond the Public Buildings on the right-hand side of King Street stands the **Parish Church**. When Kingston was laid out by Colonel Christian Lilly in 1695, provision was made for a parish church. The year of its actual construction is not

known, but the earliest date on a tombstone is 1699, and on the communion plate 1701. A tower was built between 1740 and 1774. In 1883 to 1885 the building was enlarged by the addition of side aisles, giving extra accommodation for 500 persons and making sitting room for 1,200 in all. The church was seriously damaged by earthquake in 1907, but happily the roof and floor remained intact, and the organ (1878), lectern (1886), bell (1890), and pulpit (1891) were saved from the wreckage. The building was restored on its original lines with slight modifications, and was opened for Divine Service on February 21st, 1910. The clock tower, the foundation stone of which was laid by the Duke of York, afterwards King George VI, in 1927, was opened as a War Memorial by the Prince of Wales, now Duke of Windsor, in 1931.

The church had always been known as the Parish Church, and no record exists of its having been dedicated to any Saint until its reconsecration after the earthquake, when it was dedicated to St. Thomas.

Most treasured of its monuments is the tombstone, in the chancel, of Vice-Admiral John Benbow, who died on November 4th, 1702, 'of a wound in his leg received in an engagement with Mons. du Casse'. Gallant Benbow in the *Breda* engaged five French ships single-handed, four of his captains having deserted him, while the vessel of another had been soon disabled. He boarded du Casse's ship three times and was severely wounded in the leg; but to a lieutenant who sympathised with him on the loss of his leg, he said: 'I am sorry for it too; but I had rather have lost them both than have seen dishonour brought upon the English nation. But, do you hear, if another shot should take them off, behave like brave men and fight it out.' But the day was lost and the *Breda* returned to Jamaica with the wounded and disconsolate Admiral. Du Casse wrote to him, 'I had little hope on Monday last but to have supped in your cabin, but it pleased God to order otherwise, and I am thankful for it. As for those cowardly captains who deserted you, hang them up; for, by God, they deserve it'. Two of the captains were tried by a Council of War and were sent home and shot on board the *Bristol* at Portsmouth without having been permitted to set foot again on English

soil. A third was condemned to imprisonment and loss of pay, and the fourth died.¹

Other monuments of note are those of Malcolm Laing and his wife (1794), and Dr. Fortunatus D'Warris and his step-daughter (1792), by John Bacon, R.A.; Edward Manning (1756), Member of the House of Assembly for Kingston; John Wolmer, the founder of Wolmer's School; William May, Rector (1772); Captain Samuel Phillips (1757), who received a gold medal and chain for cutting out H.M.S. *Solebay* from St. Martin's Road; John Jacques (1815), first Mayor of Kingston; and Vice-Admiral Bartholomew Rowley (1811). In the churchyard are the tombs of Janet Scott, sister of Michael Scott (author of *Tom Cringle's Log*), Robert Bogle, his brother-in-law, and Robert Hamilton, the original 'Aaron Bang' in the *Log*. The east window is worthy of note.

Amongst other places of worship in Kingston are the **Roman Catholic Cathedral**, a conspicuous building with a dome, at the eastern end of North Street; St. George's in East Street, and St. Michael's in East Queen Street (both Anglican); the Scotch Kirk in Duke Street; the Calabar Church (Baptist) in East Queen Street; the Wesley Chapel in Tower Street; and the Moravian Church and the Jewish Synagogue in Duke Street.

Beyond the Parish Church facing down King Street is a **Statue of Queen Victoria** from the chisel of Edward Geflowski, erected in 1897 at a cost of £800, voted by the Legislature to commemorate the Diamond Jubilee. Though the statue was not overthrown by the earthquake ten years later, it was turned about a third of the way round on its pedestal.

Behind the statue, King Street bisects **Victoria Park**, a large garden shaded by trees, formerly used as a market and parade ground for the troops. The park was for many years known as the Parade Garden, but on February 14th, 1914, its name was changed to Victoria Park by Princess Marie Louise, granddaughter of Queen Victoria. The statue on the east side represents Edward Jordan, C.B., who was born in Jamaica in 1800 and took a prominent part in the emancipation move-

¹ A chapter is devoted to Benbow in *West Indian Tales of Old*. London: Duckworth & Co.

ment (*d.* 1869). On the north side is one of Dr. Bowerbank, a former Member of the House of Assembly and Custos of Kingston (1862), who originated many local charities.

The **Ward Theatre**, presented to the city by the late Lieutenant-Colonel Hon. C. J. Ward, C.M.G., for many years Custos Rotulorum, or Chief Magistrate, of Kingston, is in North Parade Street on the north side of Victoria Park. It was designed by Mr. Rudolph Henriques, a local architect, erected by his firm, and opened in 1912. A portrait of the donor by Mr. Tennyson Cole hangs in the vestibule. The offices of the Jamaica Agricultural Society, formed in 1895 to encourage agriculture, are also in North Parade Street.

The **Coke Chapel**, facing the park (on the east side), is of interest as having been erected on the site where Dr. Coke, Wesley's colleague, used to preach.

Headquarters House, formerly known as Hibbert's House, where the Legislative Council has met since 1870, when the seat of Government was removed from Spanish Town to Kingston, and the Colonial Secretary's offices are situated, stands at the junction of Duke and Beeston Streets. It is one of the few buildings of note in Kingston that escaped the earthquake and fire in 1907, and it is said to owe its origin to a wager made by four wealthy merchants, Jasper Hall, Thomas Hibbert, John Bull, and another, as to which of them should build the most magnificent dwelling. The result was the erection of Jasper Hall (which, till the earthquake, stood in High Holborn Street), Hibbert's House, Bull House in North Street, and a house in Hanover Street, once called Harmony Hall. History does not relate who won the bet. Thomas Hibbert, who went out to Jamaica in 1734, became one of the wealthiest merchants in the island. He died in 1780 and was buried on Agualta Vale estate, where his tomb can be seen. His house in Kingston was renamed Headquarters House when it was acquired by the War Office and became the residence of the officer commanding the troops.

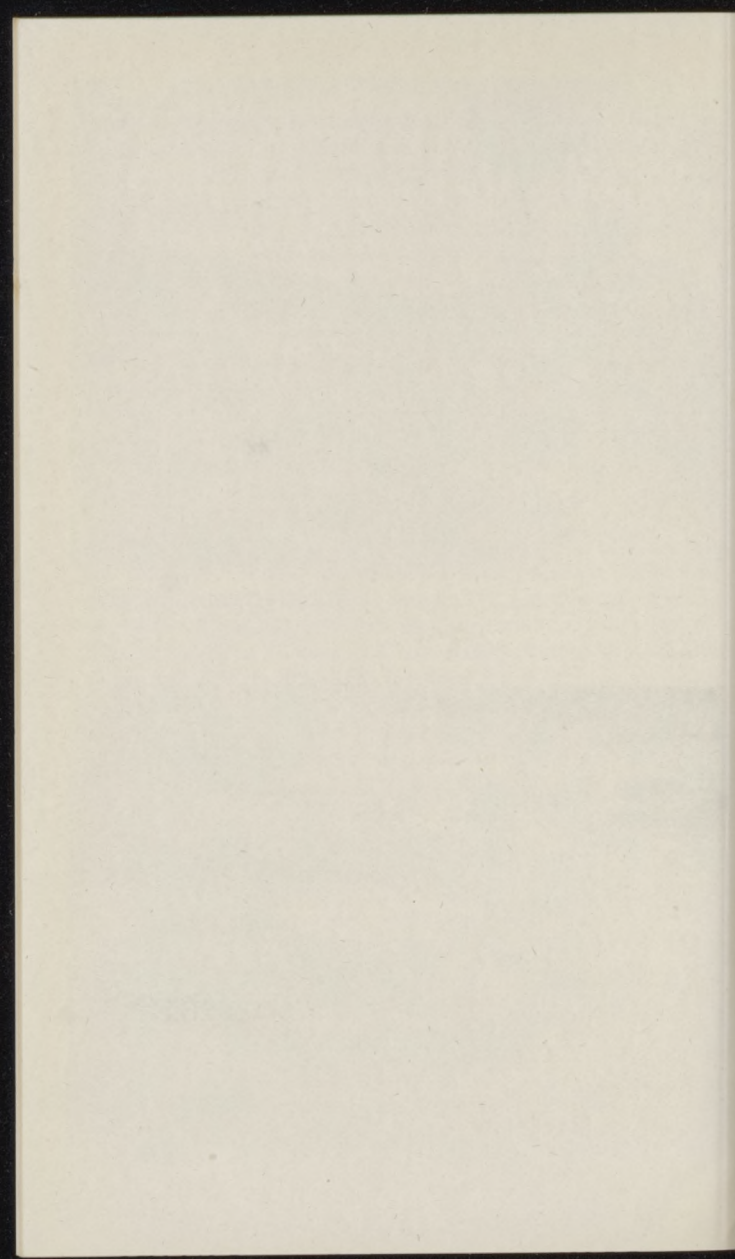
The principal culture centre of the island is the **Institute of Jamaica**, in East Street. Founded in 1879, it was rebuilt after the earthquake in reinforced brick and concrete (A. E. Herschel, architect), and has a library of over 28,000 volumes,



KING'S HOUSE, JAMAICA

FORT CHARLES, PORT ROYAL





especially rich in Jamaican and West Indian literature. The collection includes a rare set of old newspapers and a unique series of almanacs and handbooks. The institute also has a reading-room, a museum containing zoological, geological, botanical, and archæological specimens, a small collection of live animals native to Jamaica in the garden, an example of Arawak carving, and an art gallery with a collection of portraits of many Jamaica worthies. Arts and crafts exhibitions and concerts are regular features.

In the History gallery may be seen the bell of the old church of Port Royal, which was engulfed in the earthquake of 1692; two silver-gilt maces, formerly belonging to the Council and the House of Assembly; the original 'Shark Papers', whose story was made use of by Michael Scott in the *Cruise of the 'Midge'*, and other objects of interest. In 1855 the Port Royal bell was discarded, its tone having been spoilt by a crack, and it found its way into an old curiosity shop, from which it was rescued during the administration of Sir John Peter Grant. The bell is inscribed:

IHESV MARIA ET VERBUM CARO FACTUM EST ET ABITA

a line adapted from the 14th verse of the first chapter of St. John's Epistle in the Vulgate: *Et Verbum caro factum est, et habitavit in nobis*. It also bears a cross formed by a series of stars and two small designs in relief, placed in duplicate on opposite sides, representing the Virgin and Child, and probably St. George or St. Michael.

The story of the famous 'Shark Papers' is told by Frank Cundall.

The brig *Nancy*, of 125 tons, owned by Germans by birth but naturalised citizens of the United States, left Baltimore for Curaçao on July 3rd, 1799, commanded by Thomas Briggs, her cargo consisting of dry goods, provisions, and lumber. She put in at Oruba, and proceeded to Port au Prince, in Haiti, and having carried away her maintop-mast she was making the best of her way to the Isle of Ash, or Isle la Vache, a small island off the south coast of Haiti, when, on August 28th, she was captured by H.M.S. *Sparrow*, a cutter commanded by Hugh Wylie, and sent in to Port Royal with another prize, a Spanish cruiser. A 'libel', or suit for salvage, was

brought in the Court of Vice-Admiralty at Kingston on September 9th, 1799, by George Crawford Ricketts, Advocate-General on behalf of Hugh Wylie, Esq., Commander of H.M. cutter *Sparrow*, against 'a certain brig or vessel called the *Nancy*, her guns, tackle, furniture, ammunition, and apparel, and the goods, wares, merchandise, specie, and effects on board her, taken and seized as the property of some person, or persons, being enemies of our Sovereign Lord and King, and good and lawful prize on the high seas, and within the jurisdiction of this Court'. A claim for the dismissal of the suit, with costs, was put in on September 14th, backed by affidavits, in which, as it subsequently transpired, Briggs and Schultze of the *Nancy* perjured themselves freely.

While the case was proceeding, Michael Fitton, acting Lieutenant, produced certain papers which he had found in a shark caught off Jacmel, while he was cruising in the *Ferret*, a tender of H.M.S. *Abergavenny*, the flagship at Port Royal. He was cruising in company with Wylie, who was in command of the *Sparrow* cutter, another tender of the *Abergavenny*. They had gone out with the object of earning for the stationary flagship a share of the prizes which were constantly being taken by the cruisers. On rejoining after an accidental separation, Fitton invited Wylie by signal to come to breakfast; and while he was waiting for him the shark was caught, and the papers were found. When Wylie came on board the *Ferret*, he mentioned that he had detained an American brig called the *Nancy*. Fitton thereupon said he had her papers. 'Papers!' answered Wylie; 'why, I sealed up her papers and sent them in with her.' 'Just so,' replied Fitton, 'those were her false papers; here are her real ones.' These papers, together with others of an incriminating nature, found in the *Nancy* some time after her capture, concealed in the captain's cabin, in a cask of salt pork, 'so hard drove in that it was with difficulty they could be taken out', led to the condemnation of the brig, and her cargo on November 25th, 1799. It may be mentioned here that, about three years before, the *Nancy* had been captured by a French privateer, and carried into Guadeloupe, and there condemned as American property. The old Court-house of Kingston, in which the case was tried (now used for domestic purposes), is still standing at the south-west corner of Hanover and Harbour Streets. The shark's jaws were set up on shore with the inscription, 'Lieut. Fitton recommends these jaws for a collar for neutrals to swear through'.

The actual papers found in the shark, and the affidavit of Lieutenant Fitton, lay among the archives of the Court of

Vice-Admiralty, with many other documents of great interest connected with Jamaica's early history, until 1890, when they were transferred to the Institute of Jamaica. The papers consist of letters written in German, and on the wrapper is a memorandum testifying to their authenticity from the pen of John Fraser, who was then Surrogate in the Court of Vice-Admiralty.

The jaws of the shark are in the Royal United Service Museum in London.

The hospitable **Jamaica Club** occupies a commodious building in Hanover Street, and the **Masonic Temple** is a little higher up in the same thoroughfare.

To the north of the old race-course are the twin buildings of **Wolmer's**, Kingston's foremost school, a charity established by John Wolmer, goldsmith of Kingston, by his will dated May 21st, 1729. Behind them is the **Mico College**, founded in 1834 for training elementary school teachers, which was reconstructed after the earthquake, partially destroyed by fire in 1910, and then rebuilt. The Mico Charity was established by the will of Lady Mico, widow of Sir Samuel Mico, a member of the Mercers' Company, who died in 1666 and left £1,000 'to redeem poor slaves'. By the middle of the nineteenth century the original bequest had accumulated to £120,000, which, as slavery had been abolished, was devoted to education. A little farther to the north are the **Nuttall Memorial Hospital**, Bishops' Lodge, and St. Peter's College for training clergymen for the Church of England.

At the village of **Halfway Tree**, a suburb of Kingston, there is a memorial to King Edward consisting of a clock-tower embellished with a bust of the late sovereign.

The memorial, which owed its inception to the late Mr. L. A. Rattigan, a patriotic son of Jamaica, was unveiled on March 28th, 1913, by Governor Sir William Manning.

The picturesque **Parish Church** of St. Andrew, near by, dates from 1700, and has many monumental inscriptions of historic interest. After the earthquake of 1907 the nave was extended westward over the site of the tower, which was thrown down by that visitation. The first church was built on

the old burial ground between Constant Spring road and King's House. The second, erected near the present site in 1685, was destroyed by the earthquake of 1692. The registers date back to 1666 and are the oldest in the island, but the earlier ones are only a transcript. Though he was buried in Kingston (*see* page 264), Admiral Benbow's burial is recorded in the St. Andrew's register. Among the monuments of interest may be mentioned those of the Hon. James Lawes (1733), by John Cheere, one of the best pieces of iconic sculpture in the island; Zachary Bayly (1769), with an epitaph by his nephew and heir, Bryan Edwards, the historian; Admiral Davers (1746), and General William A. Villettes (1808), Lieutenant-Governor, by Sir Richard Westmacott; Rear-Admiral Charles Holmes, Commander-in-Chief, 1760-1; General Haldane, Governor in 1759; Christopher Lipscomb, first Bishop of Jamaica; Lucas Barrett, geologist; Commodore Peter Cra-croft (1865); and Sir James Fergusson, who was killed by the earthquake of 1907. In the churchyard is the altar tomb of Archbishop Nuttall (*d.* 1916).

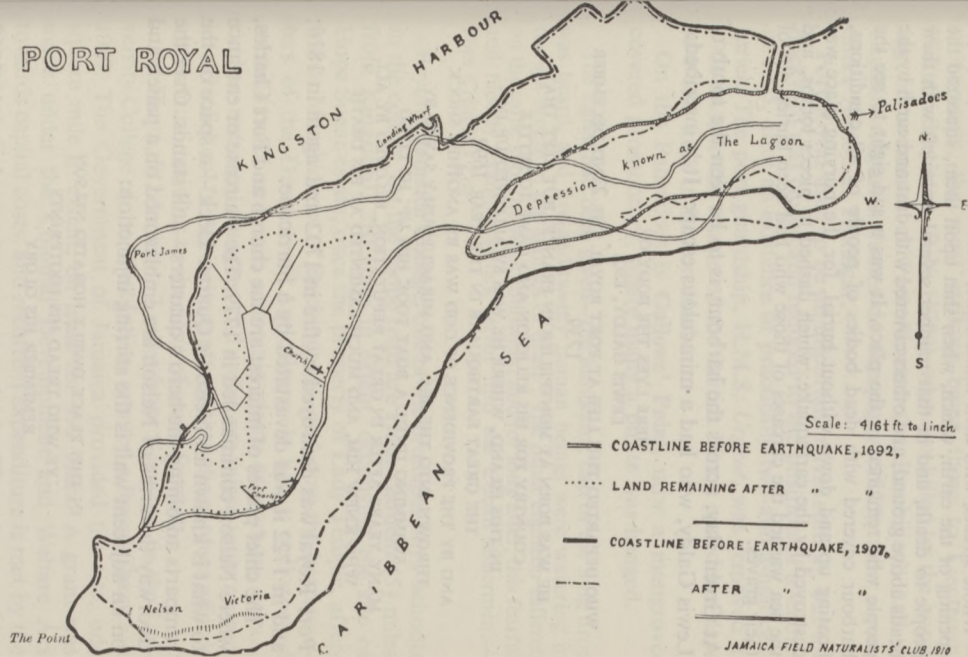
In the old burial-ground at Halfway Tree are the graves of George Bennett, who 'came here a soldier under General Venables', and of two infant sons of Governor Sir William Beeston, who died in 1677 and 1678.

King's House, the residence of the Governor, is about 4 miles from Kingston, in St. Andrew, on the Liguanea Plain. Like the Public Buildings, it was designed by Sir Charles Nicholson and constructed of reinforced concrete. It comprises three floors, and the rooms are arranged round an open *patio*, most of them opening on to wide verandas. The grounds cover about 177 acres.

Port Royal, at the extremity of the spit of sand, 7 miles long, known as the Palisadoes (airport site), which protects Kingston Harbour, can be reached by motor-car, or by motor-launch. It is of historic interest, having been the headquarters of the buccaneers, and the mart of their ill-gotten wealth. Before it was overwhelmed by an earthquake on June 7th, 1692, it was considered 'the finest town in the West Indies, and the richest spot in the universe'.

The rector, describing the disaster, wrote:

PORT ROYAL



PORT ROYAL, JAMAICA, BEFORE AND AFTER THE EARTHQUAKES OF 1692 AND 1907

JAMAICA FIELD NATURALISTS' CLUB, 1910
 T. F. Huxford, B.A. (Dub.)

Whole streets, with their inhabitants, were swallowed up by the opening of the earth, which, when shut upon them, squeezed the people to death, and in that manner several were left with their heads above ground, and others covered with dust and earth by the people who remained in the place. It was a sad sight to see the harbour covered with dead bodies of people of all conditions, floating up and down without burial, for the burying place was destroyed by the earthquake, which dashed to pieces tombs, and the sea washed the carcasses of those who had been buried out of their graves.

At Green Bay, across the harbour, is to be seen the tomb of Lewis Galdy, who had a miraculous escape. It is inscribed:

HERE LYES THE BODY OF
LEWIS GALDY, ESQ.
WHO DEPARTED THIS LIFE AT PORT ROYAL THE 22ND DECEMBER
1739.

HE WAS BORN AT MONTPELIER IN FRANCE, BUT LEFT THAT
COUNTRY FOR HIS RELIGION AND CAME TO SETTLE
IN THIS ISLAND, WHERE HE WAS SWALLOWED UP IN
THE GREAT EARTHQUAKE IN THE YEAR 1692
AND BY THE PROVIDENCE OF GOD WAS BY ANOTHER SHOCK
THROWN INTO THE SEA, AND MIRACULOUSLY SAVED BY
SWIMMING UNTIL A BOAT TOOK HIM UP; HE LIVED
MANY YEARS AFTER IN GREAT REPUTATION, BELOVED BY ALL
WHO KNEW HIM, AND MUCH LAMENTED AT HIS DEATH

Port Royal was destroyed by fire in 1702 and again in 1816; and in 1722 it was devastated by a hurricane.

The chief places of interest are the church and **Fort Charles**, where Nelson commanded in 1779. The staircase or entrance to what is known as 'Nelson's Quarter Deck'—a space on the ramparts adjoining the hero's quarters—still stands. Over the doorway the arms of Nelson are emblazoned on a panel, and on an adjacent wall is the stirring injunction:

IN THIS PLACE DWELT HORATIO NELSON
YE WHO TREAD HIS FOOTPRINTS
REMEMBER HIS GLORY

The fort, named after King Charles II, was begun in 1662, and rebuilt by Lilly in 1699, after the earthquake. **St. Peter's**

Church, built in 1725-6, contains many naval and military monuments, the most striking being those to Lieutenant William Stapleton, R.N. (1784), who was killed by the bursting of a cannon at Port Morant (by Roubiliac), and to Captain Augustus James de Crespigny (1825), who served under Nelson at Trafalgar.

Port Royal used to be an important naval station, but the dockyard was closed and reduced to the position of a 'cadre' in 1905, after an existence of practically two-and-a-half centuries. The port guardship, H.M.S. *Urgent*, was removed in 1903 and, to the shame of the British Navy, ended her days as a coal hulk in Boston Harbour.

On the Palisadoes is **Gallows' Point**, now a mangrove-covered promontory, where many a pirate was hanged.

The signal had been given—the lumbering flap of the long drop was heard, and five-and-twenty human beings were wavering in the sea breeze in the agonies of death! The other eighteen suffered on the same spot the week following; and for long after, this fearful and bloody example struck terror into the Cuban fishermen.—*Tom Cringle's Log*.

Beyond **Jamaica College**, one of the principal boys' schools in the colony, on the Hope road are **Hope Gardens** (5½ miles from Kingston), 210 acres in extent, occupying the site of Hope Sugar estate, once the property of Lady Temple, afterwards Marchioness of Buckingham, and now the headquarters of the Director of Agriculture. It has a well-stocked orchid-house, and such economic plants as oranges, cacao, rubber, nutmegs, mangoes and coffee are raised in its nurseries. The School of Agriculture attached to the gardens affords agricultural training to the sons of small farmers.

At Mona, St. Andrew, 7 miles from Kingston, is the University College of the West Indies, granted a Royal Charter in 1949. The Government of Jamaica provided the site, one square mile in extent, on lease for 999 years. A grant was made under the Colonial Development and Welfare Act towards capital costs, and recurrent expenditure is met by the Caribbean Colonies on a *pro rata* basis. There is a working relationship academically with the University of London,

which confers the degrees. The Faculties so far established are those of Medicine, Natural Sciences, and Arts. An Extra-mural Department has been set up with resident tutors in the contributing territories.

A drive to **Castleton Gardens** (19 miles from Kingston) is recommended. The route lies through Constant Spring (6 miles), once a sugar estate but now a residential quarter with several hotels, including the Manor House, which occupies the site of the old great house, and over Stony Hill (9 miles). The road ascends by steep gradients through magnificent scenery. The gardens are just beyond the divide on the banks of the Wag Water (the name is a corruption of the Spanish *agua alta*), which empties itself into the sea at Annotto Bay on the north coast. The gardens, which are bisected by the road, are famous for their collection of palm and other tropical trees and a feature of them is a beautiful lily pool.

From there a drive may be taken up the romantic Hope River valley to **Gordon Town** (9 miles from Kingston). **Newcastle**, a military camp 4,000 feet above the sea (19 miles from Kingston), can be reached by motor-car. The cantonments were established during the Governorship of Sir Charles Metcalfe (1839-41) for the white troops in the days when yellow fever was rife on the plains. The barracks, mess-rooms, etc., are perched in terraces on the mountain-side and command superb views of Kingston and its harbour lying like a relief-map far below. To the west on a slightly higher elevation there used to be more cantonments, but they have now been turned into residences.

Since the disbandment of the West India Regiment in 1926, the white troops have been stationed at **Up Park Camp** to the north of Kingston.

From Newcastle to **Catherine's Peak** there is a fair riding road. The view of both sides of the island from the summit (5,036 feet) is very beautiful. The road from Newcastle is continued to **Hardwar Gap** (2 miles), and down the Buff River valley to **Buff Bay** (21 miles) on the north side of the island. This main road reaches a higher point (just over 4,000 feet) than any other in the island, and the scenic drive—Kingston, Newcastle, Hardwar Gap, Buff Bay, Annotto Bay, Castleton

Gardens, Stony Hill, Kingston (about 84 miles)—is an excursion of great interest and surpassing beauty.

From Gordon Town (9 miles) the drive up the Hope River valley may be extended through exquisite scenery to **Mavis Bank**, 17 miles from Kingston, in a superb amphitheatre of hills in the heart of the district which produces the world-famous Blue Mountain coffee.

The expedition to **Blue Mountain Peak** (7,388 feet) and back takes two days, and should only be undertaken by those who ride or care for hill-climbing on foot. Arrangements for the trip can be made at the offices of the Tourist Trade Development Board (*see* page 263). Travellers are recommended to drive to Gordon Town, starting early enough to arrive by 9 a.m. There they can be met by ponies, ordered overnight, and proceed by zigzag bridle paths up the mountain-side, past Petersfield coffee plantation, over Guava Ridge, through Mavis Bank, passing the church on the left, down Green Valley, over the river, and then turning abruptly to the left. Magnificent views are obtained of Cinchona, Catherine's Peak, Content Gap, and the valley of the Clyde. **Cinchona** was the scene of an experiment with the production of cinchona for the manufacture of quinine in 1868. Agriculturally the experiment was a success but the enterprise was started too late, and the price of quinine having fallen, the planters who cultivated cinchona lost their money. The plantations were closed in 1886. The night can be spent in a small hut at the summit of Blue Mountain Peak, and with reasonable luck the mountaineers will be rewarded by the sight of a glorious sunrise.

Spanish Town (13 miles from Kingston), with a population of 12,000, on the banks of the Rio Cobre (the Copper River) ($\frac{1}{2}$ -hour from Kingston by train), was the former capital. Visitors who drive to Spanish Town along the broad high road pass the historic **Ferry Inn** at the boundary between Kingston and St. Catherine, just before the seventh milestone, near which is the immense **Silk-Cotton Tree** immortalised in *Tom Cringle's Log*. In that classic its trunk is described as 'twenty feet through of *solid* timber; that is, not including the enormous spars that shoot out like buttresses, and end in

strong twisted roots, that strike deep into the earth and form stays, as it were, to the tree in all directions'.

The Ferry Inn is no longer a place of refreshment, the need for a half-way house between Kingston and Spanish Town having passed with the opening of the railway. Lady Nugent makes several references to it in her Journal.¹ She visited it in 1803, and wrote:

I was much entertained; for the Inn is situated on the road, between Kingston and Spanish Town, and it was very diverting to see the odd figures, and extraordinary equipages, constantly passing—kittareens, sulkies, mules, and donkies. Then a host of gentlemen, who were taking their *sangaree* in the Piazza; and their vulgar buckism amused me very much. Some of them got half tipsy, and then began petitioning me for my interest with *his Honour*—to redress the grievance of one, to give a place to another, and so forth; in short it was a picture of Hogarth. . . .

Spanish Town, the old St. Jago de la Vega or St. James of the Plain of the Spaniards, was once a town of importance, and the well-constructed group of Government Buildings round its central Square testifies to its former grandeur. The most notable of these was **King's House**, the former residence of the Governors, on the west side, of which little more than the façade now remains, the rest having been destroyed by fire in 1925. Designed by Craskell, then engineer of the island, it was begun during the administration of Lieutenant-Governor Henry Moore in 1759–62 and completed in 1762, after the arrival of Governor William Henry Lyttelton. The house was considered the 'noblest and best edifice of the kind, either in North America or any of the British Colonies in the West Indies', and cost nearly £21,428. The façade is about 200 feet long, and the freestone used in its construction came from the Hope River course in St. Andrew's. The columns supporting the portico are of Portland stone, and the pavement white marble.

Opposite is the building in which the House of Assembly used to meet.

¹ First printed for private circulation in 1839. An edition annotated by Frank Cundall, O.B.E., was published by the West India Committee in London in 1934.

The north side of the Square is graced by a stately memorial to Admiral Rodney, who defeated de Grasse off Dominica in the Battle of the Saints on April 13th, 1782 (*see* page 203). A temple, with a cupola and lanthorn supported on open arches, and connected with the neighbouring buildings by a colonnade, shelters a statue of the naval hero by the elder Bacon.

Rodney is inappropriately clad in a short-sleeved tunic and has a cloak over his right arm. On his feet are sandals and a Medusa's head is suspended from his neck. This statue was considered one of Bacon's finest works. It is flanked by two bronze cannon cast at Douai in 1748 by Jean Maritz, taken from the *Ville de Paris*, the magnificent vessel presented by the city of Paris to Louis XV. One of these handsome pieces of ordnance, whose decoration was on a par with the splendour of the French flagship, is called 'Le Précipice', and the other 'Le Modeste', and both are inscribed:

ULTIMA RATIO REGUM
PLURIBUS NEC IMPAR,
LOUIS CHARLES DE BOURBON
COMTE D'EU
DUC D'AUMALE

Similar cannon are in the collection at the Tower of London.

When Spanish Town ceased to be the capital, during the governorship of Sir John Peter Grant in 1870, Rodney's statue was removed to Kingston, but such was the outcry of the inhabitants of the former town that it had to be replaced. In the gallery of the Institute of Jamaica is the painting by R. E. Pine, of 'Lord Rodney in action aboard the *Formidable*, attended by his principal officers', just after the *Ville de Paris* had struck her flag to the *Barfleur*. It was exhibited at the Royal Academy in 1784.

Near the Square is the **Cathedral**, dedicated to St. Catherine, whose red-brick fabric forms a pleasing contrast to the surrounding foliage. An inscription over the door records that the church was 'thrown downe by ye Dreadfull Hurricane of August ye 28th Anno Domini MDCCXII' and rebuilt in 1714.

The tower was added in 1817, and the edifice was restored in 1901 in commemoration of the glorious reign of Queen Victoria. The cathedral is one of the three oldest ecclesiastical buildings in the West Indies, the other two being the cathedrals of Havana and Cartagena. The first recorded interment in it is that of Catherine Lyttelton, wife of Sir Charles Lyttelton, Deputy Governor of Jamaica from 1662 to 1664.

The cathedral has many monuments, the most notable being one by Bacon erected by the people of Jamaica to the Earl and Countess of Effingham, who died in 1790.

On a pyramidal obelisk of marble is an urn decorated with festoons of flowers and the arms of the Earl of Effingham. Above are represented the Chancellor's seal of the island, the mace and sword, and the scales of Justice. On one side of the monument, supporting the urn, is a figure emblematic of Jamaica, bearing the crest of the island on her zone; on the other side a boy holding an olive branch in his hand resting on a cornucopia full of tropical fruits, while his right hand rests on a shield on which are blazoned the arms of Jamaica, which are heraldically described: argent on a cross gules, five pine-apples; dexter supporter an Indian female, in her exterior hand a basket of fruit; sinister, an Indian warrior, in his exterior hand, a bow, both plumed. Crest, an alligator passant. Motto: *Indus uterque serviet uni.* (The Indians twain shall serve one Lord.)

Other notable memorials are those to the wife of Sir Adam Williamson and Dr. Brodbelt (both by Bacon); five Governors of Jamaica: Sir Basil Keith (*d.* 1777), by J. Wilton, R.A., Colonel William Selwyn (*d.* 1702), Sir Thomas Modyford (*d.* 1679), Sir Thomas Lynch (*d.* 1684), and the Earl of Inchiquin (*d.* 1692); Samuel Long, Speaker of the Assembly and Chief Justice (*d.* 1683); Peter Beckford, Lieutenant-Governor (*d.* 1710); Anne, wife of Sir Adam Williamson, Lieutenant-Governor (*d.* 1794); Colonel John Colebeck, who 'came with ye army' that conquered the island (*d.* 1682); Major-General James Bannister, late Governor of Surrenham (Surinam) (*d.* 1674), and Humphrey Freeman, 'who was at ye takeing of this island' (*d.* 1692). The monuments include those of the Countess of Elgin, wife of Governor the Earl of Elgin

(1842-6); a distinguished barrister and former Advocate-General of the island, who 'enjoyed the uncommon felicity to be unenvied by any, the delight and admiration of all'; Archbishop Nuttall (*d.* 1916), and Bishop de Carteret (*d.* 1932).

Spanish Town once had a monastery and an abbey; but of these no traces now remain. In 1655, the year in which the English took the island, Vice-Admiral William Goodsonn, one of the Commissioners charged with the conduct of the expedition sent out by Cromwell, requested that 'some godly ministers with monies for their maintenance' be sent out; and it was one of the instructions to Colonel Dooley, the first Governor of the Colony in 1661, that he should give the 'best encouragement to ministers that Christianity and the Protestant religion, according to the profession of the Church of England, may have due reverence and exercise amongst them', and five ministers were soon sent out. In 1664 there was but one church in the island (at Spanish Town), 'being a fair Spanish Church ruined by the old soldiers but lately in some measure repaired by Sir Charles Lyttelton'.

In **Mulberry Garden**, the present Poor House, there is a noble tamarind tree under which, it is said, Colonels Raymond and Tyson were shot for conspiracy in 1660.

Eagle House, behind the Public Hospital in King Street, is full of historic associations. Locally it is known as John Crow House, from the eagle which surmounts one of its gate-posts. It is said to have been the residence of William O'Brien, second Earl of Inchiquin, Governor of Jamaica from 1660 to 1661.

Bog Walk (*boca de agua*, or water's mouth; 23 miles from Kingston), a beautiful gorge of the Rio Cobre, is a charming drive from Spanish Town. A pleasant excursion can be made from Kingston by taking the early morning train to Spanish Town, and driving thence through the gorge to the village of Bog Walk. At the lower end is the dam of the Rio Cobre irrigation canal, and at the upper Gibraltar Rock, through which the railway runs to Ewarton in a tunnel half a mile long. The traveller should drive back to within 3 miles of Spanish Town. Here he can embark on a punt on the irrigation canal, which, shaded by coco-nut palms and tropical foliage, is of

surpassing beauty, and rejoin the car within a short distance of Spanish Town.

From Spanish Town a branch of the railway runs by a circuitous route to Port Antonio on the north side. It skirts Bog Walk and the Rio Cobre (right), and crosses the island to Annotto Bay (*see below*) through areas under banana cultivation to its destination.

Port Antonio, on the north side (60 miles by road, 75 miles by train from Kingston), was formerly the Jamaica headquarters of the United Fruit Company of Boston, Mass. It is situated on the shore of a spacious harbour divided by a promontory on which the Hotel Titchfield stands. The small island opposite is called **Navy Island**. The town is divided into two parts, Upper and Lower Titchfield (so called after one of the titles of the first Duke of Portland, from whom the parish takes its name), the former standing on a peninsula and the latter extending along the seashore. The old military barracks in the upper town are now a school. Formerly a village of modest dimensions, Port Antonio rose to a position of importance through the development of the banana industry, but it suffered when the United Fruit Company transferred their headquarters to Kingston some years ago. During the Spanish-American War in 1898 it was the base of many war correspondents.

Many attractive expeditions can be made from Port Antonio, one of the most pleasant being the descent of the rapids of the **Rio Grande** ($5\frac{1}{2}$ miles) on rafts. The rafts are skilfully steered by Negro boatmen, and though the journey affords mild excitement it is unattended by danger.

The **Blue Hole**, a lagoon of exquisite beauty, does not belie its name and is a never-failing source of wonder to visitors, and enjoyable drives can be taken to **Maroon Town** ($9\frac{1}{2}$ miles), the site of a Maroon settlement (*see page 287*) and the Swift River.

From Port Antonio, **Montego Bay** ($128\frac{1}{2}$ miles), with a population of 12,000, the second town of Jamaica, on the north coast near the west end of the island, can be reached by the coast road. The first place of importance passed is **Annotto Bay** ($28\frac{1}{2}$ miles; 31 miles from Kingston) on the right

bank of the mouth of the Wag Water River, a shipping port on the railway between Kingston and Port Antonio.

Port Maria (16 miles) is a thriving port much frequented by fruit steamers, which are loaded here with bananas from St. Mary's parish.

Oracabessa (13 miles), an important fruit centre, is said to derive its name from *cabeza de oro*, 'Golden head'.

Ocho Rios (7 miles) is a small town with a well-protected harbour of growing importance. The name is the Spanish 'eight rivers', but some say that it is a corruption of *chorrera*, a spout, as there is a waterfall near by. It was here that Ysasi, the Spanish Governor who had given up the island to Penn and Venables in 1655, landed again and was defeated by Doyley in 1657. Ysasi, whose camp had been 'in a swampy place' (now identified as Shaw Park estate), retreated to a bay about 8 miles to the west, which has ever since been called **Runaway Bay**, and here he embarked in a canoe and made good his escape. Between Ocho Rios and St. Ann's Bay the road crosses Dunn's River and Roaring River, both with waterfalls of rare beauty. The bathing in the Falls in **Dunn's River** is ideal. **Fern Gully** and the **Roaring River Falls** can be visited from Ocho Rios or taken *en route* to Moneague, Ewarton, and Kingston (*see* page 282).

St. Ann's Bay (7 miles) is the Santa Gloria of Columbus. Here, says Frank Cundall, the discoverer anchored on May 3rd, 1494, and not far away he ran his caravels ashore on June 24th, 1503, staying until June 28th, 1504.¹ The fort built in 1777 is now used as a slaughter-house. Windsor Fort was erected in 1803. According to Cundall, **Don Christopher's Cove** owes its name to Ysasi (*see* above), and not to Columbus, who was never a don.

Dry Harbour (14 miles) was identified by Cundall as Puerto Bueno, where Columbus landed on May 4th, 1494, after discovering Jamaica. On Hopewell and Cave Hall estates, about 1½ miles distant, are some interesting caves. Seven miles inland is **Brown's Town** (1,200 feet), the largest township in St. Ann.

¹ *Preservation of Historic Sites, etc., in the West Indian Colonies*, Colonial Report, Miscellaneous, No. 84, 1912.

Rio Bueno (5 miles) has an old fort called Fort Dundas, dated 1778. In the Great House of Bryan Castle (about $2\frac{3}{4}$ miles from Rio Bueno), Bryan Edwards wrote his *History of the West Indies*, published in 1799. His desk is in the Institute of Jamaica (see page 266).

Falmouth ($106\frac{1}{2}$ miles from Port Antonio) was once a shipping port of consequence. In the Court House, rebuilt after a fire in 1926, are portraits of General Sir John Keane, Lieutenant-Governor from 1827 to 1829, and Sir Charles Metcalfe, Governor from 1839 to 1842. The **Parish Church** contains monuments to John Hodges (1787), a member of a well-known West Indian family, and James Blake (1753).

Between Falmouth and Montego Bay (22 miles, see page 284) the road skirts several historic sugar estates, including Ironshore and Rose Hall (see page 286).

From Bog Walk on the Port Antonio line a branch of the railway runs to **Ewarton** ($17\frac{1}{4}$ miles). From there an enjoyable expedition can be made over **Mount Diablo** (10 miles) to **Moneague**, whence a drive may be taken through the famous **Fern Gully** to Ocho Rios and the **Roaring River Falls**. The road over Mount Diablo, or Diavolo, affords superb views of the Blue Mountains. Fern Gully is a natural gorge of surpassing beauty, with steep sides covered with ferns, through which a winding road runs towards Ocho Rios:

It is an amazing botanical exhibit, with about twenty-five different species of ferns, tree-ferns here and there at the top, ferns with immense fronds, filmy creeping ferns, ferns with fronds like curled wire or carved green bronze, an epitome, in fact, of the fern subclass.—Sir Harry Johnston.

Roaring River Falls, the largest waterfalls in the island, are incomparably grand. The water descends in a series of foaming white cascades and is broken in its course by rocks, on some of which plants and palms have maintained a foothold.

St. Ann's Parish is deserving of more than a brief stay. The views from Mount Diablo are of great beauty. There are pretty walks through the forest amid orchids and ferns, and many butterflies, as well as parrots, parakeets, and other strange birds, are seen.

After leaving Spanish Town, the main line of the railway proceeds through a fertile banana district to **May Pen**, the junction for the Clarendon branch.

From there an expedition can be made to the ruins of **Colebeck Castle**, which dates from the seventeenth century. It was the residence of Colonel John Colebeck, who, as recorded on his gravestone in the cathedral at Spanish Town (*see* page 278), 'came with ye army which conquered this island'.

At **Milk River**, 13 miles from May Pen station and 12 miles from Clarendon Park, there is a thermal mineral bath. An analysis of its water gives the following results:

	<i>Grains</i>		<i>Grains</i>
Chloride of sodium .	20.77	Chloride of potassium .	0.16
Sulphate of soda .	3.40	Chloride of calcium .	1.50
Chloride of magnesium	4.12		

Besides traces of lithia, bromine, and silica

It is claimed that the radio-active properties of the Milk River spring compare favourably with those of the water spas of world-wide renown. Jamaica has no fewer than fifteen mineral springs, including saline, calcic, sulphurous, and chalybeate waters, but only those at Milk River and the Bath of St. Thomas the Apostle at Bath in St. Thomas-in-the-East (*see* page 290) are put to systematic use. The river abounds in fish, including calipever and mullet. From Milk River a visit can be made to the sugar-growing district of **Vere**.

At the south-eastern extremity of Vere is **Portland Cave**, at the foot of Portland Ridge, a visit to which is, however, only recommended to the adventurous. From Vere a good road passing the Salt River and Cockpit River leads to **Old Harbour**.

Williamsfield (53 miles) is the station for **Mandeville** (2,061 feet), a favourite resort of English visitors, which owes its name to the second title of the Duke of Manchester, Governor in 1808. The village (5 miles from the station) has its church, school-house, and Court House grouped round a 'green', in the centre of which is a tall cabbage palm. In the churchyard is the tomb of Sir William Scarlett, for ten years Chief Justice

of Jamaica (*d.* 1831). Mandeville, which has a good club, vies with Montego Bay as the favourite resort of winter visitors to Jamaica.

Many enjoyable drives can be taken to places in the neighbourhood, such as **Spur Tree Hill** and **Malvern** in the Santa Cruz Mountains (28 miles), which can also be reached from **Balaclava Station** ($70\frac{3}{4}$ miles from Kingston), near which are the **Oxford Caves** in the May Day Mountains on Oxford Pen, about 1,000 feet above sea-level. The galleries and halls, which extend for several hundred yards under the mountains, contain curious stalagmites and stalactites. The climate of the **Santa Cruz Mountains** is the finest in the island, and is well suited for sufferers from pulmonary complaints. From Malvern a visit may be paid to the Maggoty Falls on the road to **Ipswich Station** ($85\frac{3}{4}$ miles from Kingston).

Alligator Pond, a fine bay and beach on the south coast (19 miles from Mandeville), affords safe bathing. Fish-sellers carry fish in trays on their heads from here to Mandeville, running all the way!

Black River (39 miles from Mandeville by road) is a centre of the logwood industry. Excellent deep-sea and river fishing can be had in the neighbourhood.

Near **Cambridge Station** ($97\frac{3}{4}$ miles from Kingston by rail) is the Seven Rivers Cave (*see* page 286).

Montpelier ($5\frac{1}{4}$ miles), in the midst of what is probably the most beautiful and fertile agricultural district in Jamaica, forms part of the valley which extends from Montego Bay for 50 miles or more to the east, and provides most of the bananas shipped from that port.

From Montpelier, **Savanna-la-Mar**, the principal town of Westmoreland, can be reached ($21\frac{1}{4}$ miles). By road it is $128\frac{3}{4}$ miles from Kingston *via* Black River. It is the shipping port of a prosperous sugar-growing district, which also produces coffee, ginger, and logwood. The **Parish Church**, built as recently as 1903-4, occupies the site of one erected in 1799. The tomb of the founder, George Murray (1804), can be seen.

Montego Bay ($112\frac{3}{4}$ miles from Kingston by rail; 117 miles by road *via* Bog Walk, Ocho Rios, and the north coast; 114

miles *via* Brown's Town and Falmouth; 147 miles *via* Mandeville, Black River, and Savanna-la-Mar), the second town of the island and terminus of the railway, is attractive and historically interesting. When visited by Columbus in 1494 it was a large Indian village, and traces of Arawak life have been found in caves round the bay. During the Spanish occupation lard was exported from the town, and to this it owes its name, a corruption of *manteca*, or hog's butter. On **Myranda Hill** are the ruins of an old Spanish monastery.

The **Parish Church**, dedicated to St. James, replaces one believed to have been built very early in the eighteenth century, since in 1733 a Bill was passed 'for appointing a proper place for building a church'. The foundation-stone of the present church was laid on May 6th, 1775, and the building was opened in 1782. James Hakewill in *A Picturesque Tour of Jamaica*, published in 1825, described it as the handsomest church in the island. Among the monuments which it contains, those of Mrs. Rosa Palmer and Dr. George Macfarquar (1786), both by John Bacon, R.A., are conspicuous. This lady, not to be confused with the wicked Mrs. Palmer to whom reference is made below (*see* page 286), was buried in the churchyard.

Other monuments include those to Dr. William Fowle, of Wiltshire Estate, who died July 6th, 1796 (an early work of Sir Richard Westmacott), and Mrs. S. N. Kerr (by Henry Westmacott, 1814). The handsome east window was the gift of Mr. W. F. Lawrence and others.

The **Parade** was laid out by James Lawrence, the Custos of the parish, in 1755, and the Square, in which there is a bust of the late John E. Kerr, a prominent citizen and Custos, was named **Charles Square** after Admiral Charles Knowles, Governor of Jamaica from 1752 to 1756.

Near the gate of the old barracks is an octagonal and battlemented tower known as **The Dome**, where the watchman used to guard a spring called the Creek, which fills a stream of fresh water.

At **Doctor's Cave** the bathing both in the sea and in the sun is unsurpassable. The Doctor's Cave Bathing Club House has convenient dressing cubicles on the ground floor. Above

them is a spacious room for dancing, bridge, etc., and a wide veranda. Visitors are admitted to temporary membership. Near the bathing place is a well-kept sanatorium.

The **Bay** offers safe boating. The **Bogue Islands**, a cluster of coral atolls in it, where oysters grow on the stems of the trees, are well worth visiting, and there are miles of coral reefs in the neighbourhood over which visitors can pass in perfect safety, inspecting the while the remarkable marine gardens.

There are several caves of interest in St. James's Parish, but the most noteworthy is one near Cambridge (14 miles from Montego Bay) called **Seven Rivers Cave**, which has many chambers adorned with fantastic stalactites and stalagmites. The roads in the parish are very good for motoring.

Among many places which can be visited from Montego Bay are the following: **Catherine Hall** (1 mile), where visitors can inspect a typical modern sugar factory; **Reading Stream**, with its historic silk-cotton trees (3 miles); **Great River**, with its many falls and favourite picnic spots (6½ miles); **Rose Hall** (10 miles; *see* below); **Montpelier** (10 miles; *see* page 284); **John's Hall Dam**, a picturesque old sugar estate dam (8 miles); and **Marley Castle**, once the home of Isaac Lascelles Winn, the Quaker (11 miles).

Rose Hall, just off the road between Montego Bay and Falmouth, is typical of the palatial 'great houses' in which West Indian planters lived in the days when sugar was king. Its ruins are said to be haunted by the ghost of Mrs. Palmer; not the lady whose virtues are recorded on the monument by Bacon in the church, but a second Mrs. Palmer, an Irish immigrant, whose residence in Jamaica was characterised by the extreme brutality with which she treated her slaves and the facility with which she disposed of her husbands. The Hon. John Palmer, of Rose Hall, was her fourth, and she wore a ring inscribed, 'If I survive I shall have five'. Fortunately, she did not survive, but was murdered by her slaves on the neighbouring estate of Palmyra. For many years rumour connected this modern Brinvilliers with the monument in the Parish Church in Montego Bay, and certain marks in the neck of the figure of Jamaica—wrongly believed to be Mrs. Palmer—were pointed out by the superstitious. In actual fact, the monu-

ment was erected to the memory of the Hon. John Palmer's first wife¹ (see page 285).

The house, which was erected in 1760 at a cost of £30,000, was at that time one of the most handsome great houses in the island. Hakewill (1825) thus describes it:

It is placed at a delightful elevation, and commands a very extensive sea view. Its general appearance has much of the character of a handsome Italian villa. A double flight of stone steps leads to an open portico, giving access to the entrance hall; on the left of which is the eating-room, and on the right the drawing-room, behind which are other apartments for domestic use. The right wing, fitted up with great elegance and enriched with painting and gilding, was the private apartment of the late Mrs. Palmer, and the left wing is occupied as servants' apartments and offices. The principal staircase in the body of the house is a specimen of joinery in mahogany and other costly woods seldom excelled, and leads to a suite of chambers in the upper storey.

Eleven and a half miles along the coast road to the west of Montego Bay there is a fine bathing beach below Hotel Tryall. A mile and a half farther on is the small village of **Sandy Bay**. A popular drive from Montego Bay is to **Lucea** (25 miles along the coast road to the west) and thence to **Green Island** (10 $\frac{3}{4}$ miles) and **Savanna-la-Mar**, visiting the lighthouse on Negril Point, north of Bloody Bay, *en route*. The church at Lucea contains a monument to Sir Simon Clarke, Bart., by Flaxman (1777).

Maroon Town, once called Trelawny Town, where the Maroons made their last stand against the Government in 1795, which has practically disappeared, and **Accompong**, still a Maroon settlement, are in the wild and romantic Cockpit country, a district some 10 by 15 miles in extent in the west central part of Jamaica. The Maroons, who derived their name from the Spanish *cimaron* (wild or fierce) or perhaps from *cima* (mountain-top) are the descendants of Negroes who escaped from the Spaniards and the runaway slaves of the English, and for years proved a menace. They kept up a

¹ The story of Rose Hall is told in *West Indian Tales of Old*. London: Duckworth & Co. It is also the subject of a novel by Mr. Herbert G. de Lisser entitled *The White Witch of Rose Hall*. London: Ernest Benn, Ltd.

guerrilla warfare with the colonists, and although treaties were made with them from time to time, they were not finally pacified until after the Maroon War of 1795, the cost of which was £350,000. After the struggle most of the Maroons were expatriated to Nova Scotia at a cost of £49,400. Cundall gives the following account of a visit to the Cockpit country:

At one time it gave the impression of a number of stunted cones rising from a plain; at another the feeling was one of a number of basins like the Devil's Punch-bowls of England; at all times, except where there was a clearing for corn, bananas, or bread-kind, it appeared thickly wooded—mahogany, cedar, mahoe, Santa Maria, and broadleaf being prominent, and mosquito wood and red shingle wood, and other lesser known woods being pointed out by our guide. . . . As one rides along these defiles the mournful note of the solitaire suggests the nervousness which might have fallen on the soldiers marching through a thickly wooded, rocky, unknown country, every crag of which might conceal a foe, to whose foot such mountain paths were familiar. At Maroon Town itself, we found a clearing on which cattle were grazing, and a police station (just abandoned) built on the site of the officers' quarters of half a century ago. Near by was the well which supplied the settlement with water, and a barracks, some 130 feet long by 30 feet broad, which had once possessed an upper story of wood, little now remaining of the stoutly built lower walls of limestone quarried in the neighbourhood. There also were the powder-house and the cells, the hospital and the kitchens and the mess-house, which, placed on an immense rock open to the sea breeze from the east, commanded a view over Trelawny to the sea by Falmouth miles away. It was once a substantial building of three stories, the solid steps leading up to the second floor being still usable. Opposite the mess-house rise two large conical hills calling to mind the twin Pitons of St. Lucia—the one called Gun Hill (because a gun had been placed in position there, possibly the howitzer with which Walpole did great execution), the other Garrison Hill. Then we saw the tank some thirty feet long, fed by a clear stream in which the soldiers were wont to bathe; then, saddest of all, a few tombs—one recalling the death in 1840 of a colour-sergeant of the 68th Regiment,¹ another to the wife of a quartermaster of the 38th Regiment² who died in 1846, and a third to the paymaster of the 101st Regiment³ who died

¹ Now the 1st Durham Light Infantry.

² Now the South Staffordshire Regiment.

³ Afterwards the Royal Munster Fusiliers, which was disbanded on July 31st, 1922.

in 1810; while a nameless tomb, the oldest inhabitant told us, belonged to a Colonel Skeate, who, being ill when his regiment left, was buried by the incoming regiment. The wood behind the police station was, we were told, almost impassable. For miles the thick woods lie untrodden by man, except when a few Maroons or other Negroes go hunting the wild hogs which abound, or 'fowling', *i.e.* shooting pigeons.

After leaving Maroon Town we visited the chief settlement of the Maroons in the west end of the island, Accompong, and experienced rough travelling. In places there was nothing but the bare limestone rock for yards, without a scrap of earth. Nothing but a pony bred in the district could have negotiated it successfully. But once on the main path riding was easy. One was struck by the amount of cultivation on either hand; here and there a patch of bananas, here and there yams, and so on. On reaching the town of Accompong, we saw a number of houses scattered about and a small church nearing completion. Across a 'pit' stood the 'Colonel's' house on the opposite side.

The main road which leaves the east end of Kingston leads to **Rock Fort**, passing on the way **Bournemouth Bath**, a favourite Country Club with a delightful swimming-pool, a dance floor, and other amenities.

Rock Fort Gardens are a popular place of entertainment. About a mile farther on, near a quarry worked by convicts, are a bricked-in public bath with curative waters, and the historic **Rock Fort**, erected in 1694 at a time when Jamaica was in danger of invasion by the French under du Casse from Santo Domingo. The fort, which had been for many years derelict, was again manned for a short time in 1865, when it was feared that a rising in St. Thomas might spread to Kingston (*see* page 290). The road proceeds past Harbour Head ($1\frac{1}{2}$ miles) and the Hope River ($\frac{1}{2}$ mile), which, though generally dry, becomes a raging torrent after heavy rains; three-quarters of a mile farther are the huts of the cable company, a quarter of a mile beyond which the Cane River—also usually dry—has to be crossed. **Bull Bay** ($9\frac{1}{2}$ miles from Kingston) is a straggling town of no importance. Beyond it the road crosses the Yallahs River ($7\frac{1}{2}$ miles), passes the Yallahs Ponds (3 miles), and after crossing the Johnson River ($5\frac{3}{4}$ miles), reaches **Morant Bay** ($30\frac{1}{2}$ miles from Kingston), the scene

of the rebellion of 1865, which was suppressed by Governor Eyre.

The island had been suffering from a period of depression, and its finances were in a serious state, involving new taxation. Discontent was rife among the Negroes, and the smouldering fires of rebellion burst into flame on October 11th, 1865, when an unruly mob set fire to the Court House at Morant Bay and murdered the Custos, or Chief Magistrate, Baron von Ketelholdt, a naturalised German, and other prominent magistrates. Martial law was proclaimed in the district, and George William Gordon, a coloured member of the Legislative Council, who was said to have incited the people, was taken from Kingston—he lived at Cherry Garden—to Morant Bay, tried summarily and hanged, thus sharing the fate of many ring-leaders. By transferring Gordon from Kingston, where martial law was not in force, to Morant Bay, where it was, and then trying him under it, Governor Eyre committed a technical blunder, but his firm action saved the island.

At **Serge Island Estate**, a short drive up the Blue Mountain Valley, the sugar-canes are ground by electric power generated by turbines driven by the water of the Johnson River, which has been dammed, forming a large lake.

Bath, in the parish of St. Thomas (40 miles from Kingston), boasts the hottest mineral spring in the island. It can be reached by a bridle-road just beyond Morant Bay or from **Port Morant** ($7\frac{1}{4}$ miles farther on), from which it is $7\frac{3}{4}$ miles distant. The road from the town of Bath to the spa ($1\frac{1}{2}$ miles) follows the windings of a deep and narrow gorge. Along the bottom flows a perennial spring, to which numerous rills running down the rocky sides covered with ferns contribute. The mineral waters break from the rocks at different levels and can be distinguished from the ordinary waters of the gorge by their warmth. The largest spring issues from the face of a perpendicular rock. A covered reservoir of masonry has been built round the outlet, and a pipe fixed in it carries the water to the bath-house. In wet weather the temperature of the water, as it runs from the rock, is 128° Fahr., and it rises in dry weather to 130° Fahr. Tradition asserts that these waters were discovered by a Negro 'Bladud'. The analysis of the Bath

water gives the following mineral constituents in one gallon of water:

Chloride of sodium	.	.	.	.	13.84 grains
„ of potassium	.	.	.	.	0.32 „
Sulphate of calcium	.	.	.	.	5.01 „
„ of sodium	.	.	.	.	6.37 „
Carbonate of sodium	.	.	.	.	1.69 „
Silica	.	.	.	.	2.72 „
Oxide of sodium combined with silica	.	.	.	.	1.00 „
Organic matter	.	.	.	.	0.99 „

An expedition can be made to the mountains from Bath by the **Cuna-Cuna** road (a bridle-path), which traverses a wild and mountainous district, and, crossing the main ridge, enters the valley of the Rio Grande on the north side of the island. The bridle-path is continued to Maroon Town, and arrangements can be made for motor-cars to meet travellers and convey them to Port Antonio, $9\frac{1}{2}$ miles distant.

Beyond Port Morant, the coast road proceeds past Phillipsfield ($2\frac{1}{4}$ miles), Golden Grove (4 miles), Amity Hall ($1\frac{7}{8}$ miles), from which a road leads to Holland Bay and Morant Point Lighthouse, Manchioneal ($10\frac{1}{8}$ miles), and Priestman's River ($9\frac{1}{2}$ miles), to Port Antonio (*see* page 280) (77 miles from Kingston by this route).

TURKS AND CAICOS ISLANDS

TURKS and Caicos Islands are two groups between latitudes 21° and 22° N. and longitudes 71° and $72^{\circ} 37'$ W., the former lying to the east and the latter to the west of the Grand Turk Passage, which is about 21 miles wide, and forms one of the principal passages for vessels proceeding from the north to Cuba and Jamaica. Turks Islands consist of Grand Turk and Salt Cay (with a population of 1,700 and 400 and an area of 10 and 6 square miles respectively) and a number of uninhabited islets; while the Caicos group comprises numerous small cays and six larger islands—South Caicos, East Caicos, Grand or Middle Caicos, North Caicos, Blue Hills or Providenciales,

and West Caicos—with a population of 4,000. Caicos Islands, lying in a semicircle, form the northern and part of the eastern and western borders of what is known as the Caicos Bank. This bank, fringed on the south by a reef, is to all intents and purposes a large and shallow lake of salt and whitish water, extending in its widest parts 50 to 60 miles north and south and 75 miles east and west.

INDUSTRIES. The principal industries are the collection of salt, conchs, and crawfish, and the cultivation of fibre. The salt is made by solar evaporation, the hot sun and strong winds, with a low rainfall, furnishing ideal conditions for the industry. The salinas or salt ponds are partitioned off into series of basins with sufficient fall from one set to another to cause the water to flow through them, the vegetable and mineral impurities being successively precipitated before the brine reaches the last set, called the 'making pans', where the salt becomes crystallised ready for raking. Over a million bushels (28 to 40 bushels to the ton) are annually exported in bulk, most of it finding a market for packing purposes on the eastern seaboard of Canada and the United States. The Turks Islands Salt Co., Ltd., a new company, aided by Government and the Colonial Development Corporation, is taking over control and operation of the entire salt industry. The export of sisal from Caicos Islands fluctuates; efforts are being made to improve the cultivation and processing. Sponge fishing, formerly carried on off the Caicos Bank, has declined.

Conchs are gathered chiefly for their meat, a favourite article of food in the dependency and in Haiti. Occasionally a pink pearl is found in the conchs, the shells of which are burned to make lime. There is a good market in Miami for frozen crawfish.

CLIMATE. The climate of Turks and Caicos Islands is healthy, the extreme range of temperature being from 58° to 93°, and the mean 78° Fahr.; but the inhabitants are dependent on imported foodstuffs, and the absence of fresh vegetables renders residence for Europeans very trying.

HISTORY. Although included in the same dependency, Turks have a separate history from that of Caicos Islands; for, in spite of their proximity and frequent intercourse, the two groups were from 1799 to 1848 regarded as two parishes of the Bahamas, those of St. Thomas and St. George. Turks Islands were discovered about 1512, but no attempt at occupation was made until 1678, when their value for the production of salt was recognised by the colon-

ists of Bermuda. The first Royal Regulations for the government of the salt ponds show clearly that down to 1781 no permanent settlement or idea of fixed property in the ponds was entertained. Recognition was then given to the Head Right system, whereby one-third of the ponds was reserved to meet the expenses of common government and the other two-thirds were annually shared among all British inhabitants present in the island on February 10th. Every adult was entitled to a full share; while children, measured according to what may have been the forerunner of the decimal system, were allotted so many tenths in proportion to their height. The owners received the benefits of the shares allotted to their slaves. Some of the public officials and the ministers of religion received their salaries in bushels of salt; which recalls the ancient *salarium* or salt allowance of the Roman soldier.

Towards the end of the eighteenth century the Bahamas Government, perceiving the strategic and growing commercial importance of the islands, laid claim to them as forming geographically an integral part of the Bahamas group, and, despite the vigorous protests of the Bermuda salt-rakers, it was determined by Order in Council in 1804 that the legislation of the Bahamas Government should be extended over them. After a struggle lasting for nearly half a century, it was ultimately recognised that difficulties of communication and conflicting commercial and industrial interests between Turks Islands and the other islands of the colony rendered common legislation impracticable. In 1848 an Order in Council placed Turks and Caicos Islands as an independent administration under the supervision of the Governor of Jamaica. Meanwhile, emancipation with its social upheaval having necessitated a change in the tenure of the ponds, the Head Right was replaced by a leasehold system.

Caicos Islands, which in 1848 were appended to Turks Islands for the purposes of government, were originally occupied by loyalist refugees from Georgia after the declaration of independence by the United States; but the white owners, owing to losses resulting from hurricanes and the destruction of their cotton, sugar, and other crops by insect pests, seem to have lost heart and departed, abandoning the lands to their slaves. After incorporation with Turks Islands serious attention was directed to the capabilities of the group for salt production, and in about 1850 Cockburn Harbour was laid out in salt ponds on more modern lines than those of Grand Turk and Salt Cay, and it was not long before it was able to export more salt than either of those two settlements.

For several years after the establishment of independent govern-

ment, remunerative prices enabled the lessees of the salt ponds to carry on the industry with a fair margin of profit, but a succession of bad seasons rendered a further change of tenure from leasehold to freehold imperative. Conversion to fee-simple was granted in 1862, one-tenth of the value of the salt exported being secured as royalty in perpetuity to the Crown. The hurricane of 1866, however, left both the Government and the pond owners in a state of financial embarrassment, and, after a hopeless struggle for several years, the export tax on salt was removed (the royalty still continuing), drastic retrenchment effected, and the elective system of legislation abolished, the islands becoming in 1873 a Crown Colony and a dependency of Jamaica.

CONSTITUTION. The Legislature of Turks and Caicos Islands consists of a Legislative Board comprising the Commissioner and Judge, three Official and four Unofficial Members appointed by the Governor of Jamaica. Taxation and expenditure, and all local matters are regulated by this Board.

HOTELS. There are no hotels or boarding-houses in the islands. Visitors should therefore furnish themselves with suitable introductions and make arrangements for board and lodging in advance.

COMMUNICATIONS. Main communication with Jamaica is by **Motor-vessel**. There is a small landing-strip on Turks Island for light aircraft, and an emergency landing-strip is available on South Caicos.

SIGHTS. A visitor to Turks and Caicos Islands can best spend his time in studying the life and character of the inhabitants and the manner in which their industries are carried on. There are no 'sights' properly speaking; but the charm and novelty of life on coral islands off the beaten track, and the hospitality of the inhabitants, go far to make up for their absence. The Commissioner's residence, 'Waterloo', is about three miles from the landing-stage at the south-west of the island. The principal church is about a quarter of a mile from the settlement.

THE CAYMAN ISLANDS

THE CAYMAN ISLANDS, a dependency of Jamaica, lie between latitudes $19^{\circ} 16'$ and $19^{\circ} 45'$ N. and longitudes $79^{\circ} 83'$ and $81^{\circ} 30'$ W., 110 to 156 miles to the north-west of the west end

of that island. They comprise Grand Cayman (population 5,100), Little Cayman (population 100), and Cayman Brac (population 1,500), and have a total area of about 100 square miles. Grand Cayman is 17 miles long by 7 wide, Little Cayman 9 miles by 1 mile, and Cayman Brac 10 miles by 1 mile. The coasts of Grand Cayman are for the most part rock-bound, and the island is surrounded by reefs. On the north side it has a large harbour over 6 miles wide. It has two towns—Georgetown and Boddentown—and several villages. In Grand Cayman there are about 40 miles of roads and in Cayman Brac 15 miles, which are very well kept. The inhabitants are well-to-do and there is no poverty, each family having its own homestead, which is invariably well cared for.

INDUSTRIES. The Cayman Islands are the centre of an important turtle-fishing industry, the turtle being caught on the cays off the coast of Nicaragua and brought to the islands to fatten. They are then sent to Jamaica for shipment abroad. The fishing fleet consists of thirty or forty schooners and sloops. The green turtle are shipped to England and America, but the hawksbill turtle are killed and their shells—which form the tortoiseshell of commerce—removed. When the green turtle are first caught the initials of the owners are cut on their shells, and they are placed in 'crawls' until the boats are ready to return to the Cayman Islands. The green turtle have a keen sense of locality, and cases have been known where they have escaped and have been found in the fishing-grounds over three hundred miles away. Other industries include the manufacture of rope from the thatch palm, which grows wild, the raising of cattle and horses, and the cultivation of coco-nuts, which has been extended rapidly in recent years.

CLIMATE. In summer the weather is hot, the temperature averaging about 84° Fahr.; but in autumn and winter it is comparatively cool, the morning temperature often being below 70° Fahr. On the whole, the islands are extremely healthy. The rainfall averages about 70 inches per annum.

HISTORY. The Cayman Islands were discovered by Columbus on May 10th, 1503, on his return voyage from Porto Bello to Hispaniola, and were called by him 'Las Tortugas' from the abundance of turtle which he found there. Their present name was attributed by the late Dr. G. S. S. Hirst, Commissioner from 1907 to 1912, to the fact that early settlers found alligators, or 'cayman' as they are still called in Jamaica, in the lesser islands. Another

ingenious though less plausible suggestion is that it is derived from Cay Mano—the cay like a hand. With regard to Cayman Brac, we are told that Brac is synonymous with 'Bluff'. The islands were never occupied by the Spaniards, but were mainly settled by English from Jamaica. Their formal colonisation dates from 1734, between which year and 1741 a number of patents of land were issued. The present inhabitants are mainly descendants of the original settlers and their servants, as each patentee was compelled to carry with him to the island a certain number of white men besides slaves. In 1774 there were, according to Long, one hundred and six white persons on the island of Grand Cayman, who had a 'Chief or Governor of their own choosing'. For many years the islands were frequented by buccaneers, and 'hidden treasure' has been found in them from time to time.

CONSTITUTION. The government of the Cayman Islands, a dependency of Jamaica, is administered by a Commissioner. Local affairs are controlled by a body styled the 'Justices and Vestry', whose enactments become law when assented to by the Governor of Jamaica. The Commissioner, besides carrying out the duties of Chief Executive Officer, is Collector-General of Customs, Treasurer, and Judge of the Grand Court.

HOTELS. **Georgetown.** Accommodation is available on a limited scale in small hostels and boarding-houses; bungalows may also be rented. Where possible, accommodation should be arranged beforehand.

COMMUNICATIONS. There is a passenger and freight service by small steamer between Georgetown and Kingston; also a service by **Motor-vessel**. A weekly air service is provided by Caribbean International Airways between Tampa, Florida, and Grand Cayman, and between the latter and Kingston. There are alighting areas at Grand and Little Cayman, but at Cayman Brac it is only possible to use the landing facilities when the wind is from the south.

SIGHTS. Visitors to the Cayman Islands cannot fail to enjoy the novelty of their surroundings. Lawn-tennis, bathing off the long stretches of coral beaches, and yachting in vessels made by the native boat-builders are the principal amusements. Among the natural curiosities at Boddentown are a cave which extends for some hundreds of yards under the sea, and a remarkable natural cistern, said to be from 40 to 42 feet deep, which contains clear spring water, at East End. The cistern measures 70 by 50 feet, and is situated in the middle

of a cliff of solid flint rock. It is said to assume a turbid appearance and to emit offensive smells on the approach of a storm. There is also a curious cave containing wide subterranean passages on the north side of the island about $1\frac{1}{2}$ miles inland from Old Man's Bay.

THE MORANT AND PEDRO CAYS

THE MORANT CAYS, 33 miles south-south-east of Morant Point, Jamaica, are three in number, North-east Cay, South-east Cay, and South-west Cay.

The Pedro Cays between 40 and 50 miles south-west of Portland Point, Jamaica, consist of four islets, North-east Cay, Middle Cay, South-west Cay, and South Cay.

The Morant Cays and Pedro Cays were taken possession of on behalf of the British Crown in 1862 and 1863 respectively, the Governor of Jamaica having been given powers to deal with any guano islands or cays in West Indian naval waters which were not already dependencies. Letters patent were issued in June 1864 authorising the Governor of Jamaica to grant leases of, and licences to take guano from, the islands. In 1906 the Morant Cays were leased for seven years to Captain S. E. Bodden, and the Pedro Cays for seven years to Captain John Greenwood. By letters patent the Cays were formally annexed to Jamaica by proclamation on June 1st, 1882. For judicial purposes they now form part of the parish of Kingston. Sea birds visit them in great numbers in March and April and lay their eggs, which are conveyed by schooner to Jamaica.

The Morant Cays and Pedro Cays, which are at present leased to a commercial firm in Kingston, Jamaica, are quite 'off the beaten track'; but a visitor to Jamaica in search of experience and adventure might do worse than charter a schooner and explore them. It is recorded that in 1825 some kindly Jamaica planters in St. Thomas-in-the-East planted some coco-nut trees on the cays for the use of shipwrecked sailors.

SWAN ISLANDS

THESE two islands lie almost midway between Jamaica and British Honduras. Their ownership has been in dispute for many years.

The eastern island, which is uninhabited, is $1\frac{1}{2}$ miles in length and bounded by a bold rocky shore, difficult of access; it is composed of coral limestone densely overgrown with trees and bushes, with closely matted vegetation. The top, which is a plateau, is cut up with fissures, 6 to 10 feet deep, running in an east and west direction.

The western island, 2 miles in length, is separated from its neighbour by a shallow coral bar about 2 cables in extent. On its north and west sides are several sandy bays; close off its south-west point there is a small rocky cay, and foul ground extending 2 miles westward of it. The twenty Cayman Islanders who form its population cultivate a coco-nut plantation which occupies about half of the island.

Some years ago the United Fruit Company, of Boston, erected a wireless station on the southern side of the western end of the island as a necessary link in communication between New Orleans and their Central American offices. The station is now closed, but the four 250-foot masts still stand and are visible for miles.

CHAPTER X

THE FRENCH WEST INDIES

GUADELOUPE AND DEPENDENCIES

THE island territory known as Guadeloupe, which includes the smaller islands of Marie Galante, Les Saintes, Petite Terre, Désirade, St. Barthelemy, and part of St. Martin, lies between latitudes $15^{\circ} 59'$ and $18^{\circ} 5'$ N. and longitudes 61° and $63^{\circ} 22'$ W. The total area is 680 square miles, with a population estimated at 278,864. The main area consists of two islands: Grande Terre (255 square miles) and Basse Terre or Guadeloupe *proprement dite* (364 square miles), separated from one another by the Rivière Salée, a salt river or strait 4 miles long. Basse Terre, the western island, is of volcanic origin and the Soufrière, the highest mountain (4,900 feet), has numerous small craters, some of which emit sulphurous fumes. Adjoining this mountain is the crater of L'Échelle, which has several active outlets. Basse Terre, with its chief town of the same name (estimated population, 12,500), is the seat of the Government. Grande Terre is of limestone formation and comparatively flat. Its chief town, Pointe-à-Pitre (estimated population, 50,000), is the principal commercial centre. The harbour is well protected and has excellent docking facilities compared with Basse Terre, which has only a deep-water anchorage.

Visitors to the island have no difficulty about passports, unless they intend to spend any time, when the usual formalities will apply. Those seeking local information on arrival may consult the Chambers of Commerce at Pointe-à-Pitre and Basse Terre, or either of the two regular banks: **Banque de la Guadeloupe; Banque Nationale pour le Commerce et l'Industrie**. Steamer or airline agents are always willing to give their advice. Good postal and telecommunication services exist. The main post office in Pointe-à-Pitre is in the Rue Gambetta,

GUADELOUPE

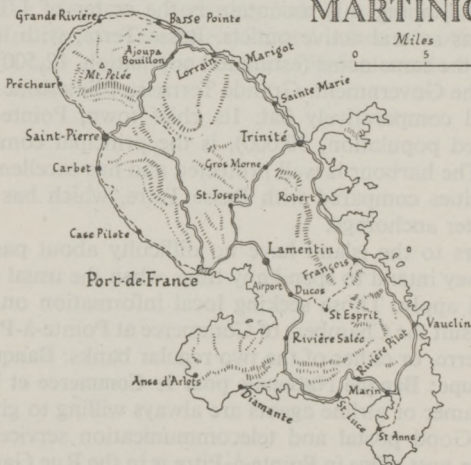
——— Motor Roads --- Secondary Roads

Miles
 0 5 10 15



MARTINIQUE

Miles
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not far from the Place de la Victoire, and within easy walking distance of the landing-place. There is a Yacht Club, affiliated to the Yacht Club of France. Motor trips can easily be arranged, but the charges should be settled beforehand. There are many attractions, including scenic drives to the various districts and communes; picturesque mountains and luxuriant vegetation; bathing in river or mineral springs.

INDUSTRIES. The economy of Guadeloupe depends for the most part on sugar, the total annual output of which fluctuates. In 1950, production reached 63,000 short-tons from about 50,000 acres. There is large-scale production of rum, and this can, in some years, considerably affect the output of sugar. The principal market is France and its territories. Bananas have attained an export importance in recent years for the French market, about 12,300 acres being under this crop. The main secondary products are coffee, cocoa, and vanilla, but pineapple canning and preserves manufacture have also been developed. A variety of tropical food crops is grown for local consumption. Cotton and other minor commodities are produced in the smaller islands, and there is some fishing. Livestock include cattle, pigs, and sheep; pasture lands are estimated at some 66,000 acres. Increasing attention is being paid to afforestation on modern lines; the total area of woods and forests of all categories is about 200,000 acres.

Recent developments to increase output by scientific research over a wide field of agricultural endeavour have led to the establishment in Guadeloupe of an Agricultural Research Centre for the French West Indies and French Guiana, under the auspices of the National Research Institute of France with headquarters at Versailles. The work of former agricultural stations in the islands will be brought within the purview of this centre and greater progress ensured.

CLIMATE. The average temperature of Guadeloupe during the winter months is 68° Fahr., and the climate is quite healthy in the country districts, though Pointe-à-Pitre suffers from being almost surrounded by a mangrove swamp. The rainy season extends from July to November, the cool from December to March, and the dry from April to June.

HISTORY. Guadeloupe was discovered by Columbus on November 4th, 1493, and was so named by him as a compliment to the monks of the monastery of Guadeloupe in Estremadura. It was first occupied by the French in 1635 under Olive and Duplessis, and in

1759 was taken by the English, who had previously made attempts on it in 1609 and 1703, but the French recovered the colony in 1763. In 1794 Pointe-à-Pitre and Basse Terre were captured by the expedition under Sir Charles Grey and Sir John Jervis. Two months later, however, Victor Hugues, the Commissary of the Convention, landed at Gosier and drove the English from their positions. Jervis then returned with reinforcements and compelled the French to surrender, but Victor Hugues rallied his forces and inflicted a defeat on the English, after which Jervis re-embarked the troops and withdrew. In 1810 the English again became masters of Guadeloupe, but it was restored to France in 1814. In the following year it was again taken by the English after the Battle of Waterloo, and administered by them on behalf of the legitimate Government of France until 1816, when a French Government took over control.

CONSTITUTION. The colony, which forms a Department of France, is divided into two arrondissements, and comprises thirty-four communes with elective municipalities. There have been some slight modifications recently. The Governor as chief administrative officer has been replaced by a Prefect, appointed by the French Minister of the Interior. There is a Sub-Prefect, a President, a General Council, consisting of 36 members elected by popular vote, and a Secretary-General. Guadeloupe is represented in the French Constituent Assembly by three Deputies and two Councillors.

HOTELS. *Pointe-à-Pitre.* *Grand Hotel*, 65 rooms with private baths and some private suites; European plan. *Basse Terre.* *Hotel Royal*, 25 rooms. *Dolé.* *Hotel des Bains.* Rates vary with the exchange.

COMMUNICATIONS. Guadeloupe is regularly and efficiently served by the excellent passenger steamers of the Cie. Générale Transatlantique, and the journey from and to Europe seldom exceeds ten days. In addition, banana boats and other carriers providing limited passenger accommodation are also available at frequent intervals. Steamship travel facilities from and to North America have deteriorated since World War II, but irregular opportunities are provided by the Alcoa, Canadian National and Saguenay Terminal Lines, whose freighters call. Passenger accommodation is, however, very limited. On the other hand, air services have developed. There are scheduled flights by Air France, Pan-American, British West Indies, and K.L.M. Airways. Local steamer services between the Dependencies exist, and there are good motor roads in the two main islands of the territory. Steamer fares and local charges are subject to fluctuation depending on currency changes, labour rates, and other factors affecting cost-of-living. No

definite figures can therefore be given. Those contemplating a visit, either for pleasure or business, should consult the usual travel agencies or consulates. Recent quotations in connection with currency exchange are: 960 francs equal £1 sterling; 350 francs equal 1 U.S. dollar.

CLUB. The only club of consequence to visitors is the **Cercle de l'Amitié** in Basse Terre, which lives up to its name. The residents in Basse Terre and Pointe-à-Pitre are very hospitable.

SIGHTS. Pointe-à-Pitre, the principal commercial town of Gaudeloupe, owes its name to a sailor named Pieters, who landed there in 1654, with some Dutch families which had been driven out of Brazil for religious reasons. It stands on the east shore of the estuary of the *Rivière Salée*, which links the gulf of Grand Cul-de-Sac in the Atlantic with that of Petit Cul-de-Sac in the Caribbean, and separates Grande Terre from Basse Terre. The town is protected from the south by numerous islets, among which the *Îlet à Cochons*, to the east, is prominent.

To the right on entering the harbour is the *Usine d'Arboussier*, the largest sugar factory in the colony. Over the door is a bust of M. Cail, who was responsible for its establishment. To the left is **Morne Savon**, or Patate, a low hill covered with bush and scrub, once the main route between Basse Terre and Pointe-à-Pitre, with which it was connected by the *Gabare*, or ferry, now replaced by a bridge over the *Rivière Salée*. On this *Morne* many victims of the Revolution were buried. The venturesome can gain it from Pointe-à-Pitre by motor-boat, and scrambling through the bush they will find near the summit the remains of a large tomb under which the bodies probably lie; but the mosquitoes and sand-flies are tiresome.

After the withdrawal of Sir Charles Grey and Sir John Jervis in 1794 (*see* page 302), no fewer than three hundred Royalists who had assisted them suffered death at the hands of Victor Hugues.

The republicans erected a guillotine, with which they struck off the heads of fifty of them. Thinking, however, this mode of proceeding too tedious, they invented a more summary plan; they tied the remainder of these unhappy men fast together, and placed them

on the brink of the trenches which they had so gallantly defended; they then drew up some of their undisciplined recruits in front, who, firing an irregular volley at their victims, killed some, wounded others, and some, in all probability, were untouched; the weight, however, of the former, dragged the rest into the ditch, where the living, the wounded, and the dead shared the same grave, the soil being instantly thrown upon them.—*An Account of the Campaign in the West Indies in the Year 1794*. By Cooper Willems.

It was off Pointe-à-Pitre that the memorable action between the *Blanche* (32 guns) and the *Pique* (38 guns) took place on January 5th, 1794. Captain Robert Faulknor, known on account of his courage and determination as 'The Undaunted', encountering the republican frigate *Pique*, engaged her for five hours with the greatest fury and obstinacy, and was killed by a musket-ball as he was for a second time lashing the bowsprit of the *Pique* to the capstan of his own ship.¹ This action was commemorated in verse and by many engravings, and it is noteworthy that during World War I two of his Majesty's ships were named *Faulknor* and *Undaunted*.

Pointe-à-Pitre is a picturesque town of well-built houses, the lower parts of which are mostly built of stone with upper stories of wood, many painted in gay colours. The **Post Office** is in the Rue Gambetta, which leads from the Place du Marché to the Place de la Victoire.

The markets are specially interesting at early morning. The historic **Place de la Victoire** (formerly Place Sartine) commemorates the defeat of the English on July 2nd, 1794 (see page 302). In 1813 this Place was called Skinner after the English General who succeeded Admiral Cochrane as Governor of Guadeloupe. During the Terror the scaffold was erected in the centre of it and many Royalists were guillotined there. It is recorded that on one day, October 6th, 1794, twenty-seven colonists were executed on this spot. The Place is surrounded by ancient sand-box trees (*Hura crepitans*), dating from the period of Victor Hugues, and has in it a bandstand and a bust of General Frébault (Governor 1860-4). It is a favourite promenade in the evening and on fête days.

¹ A fuller account of this memorable action is given in *A Wayfarer in the West Indies*. London: Methuen & Co., Ltd.

The **Musée l'Herminier**, founded by the doctor of that name (1802-66), has an interesting collection of Carib implements and specimens of the flora and fauna of the colony.

The **Cathedral** is in the Place de l'Église (to the east of Rue Frébault), in which there is a bust of Admiral Gourbeyre (February 8th, 1842), placed there by 'Pointe-à-Pitre reconnaissante'. Other buildings in the square are the Bishop's Palace, the Court House, and the Gendarmerie.

The main road from Pointe-à-Pitre to Basse Terre crosses the Rivière Salée by the Pont de l'Union (1906) and traverses the dismal mangrove swamp which almost encircles the town. The road to the east of the town takes one to Baie de Fort, which commands glorious views of Grande Terre, the Saintes, and Marie Galante. The ruins of **Fort Fleur d'Épée** (renamed, while held by the 43rd Regiment, Fort Prince of Wales), the scene of bitter struggles between the French and English in 1794 (*see* page 302), can be inspected, and it is said that inscriptions carved by English prisoners can be seen in some of the casemates.

At the gates of the fort [after its capture by the English in 1794] was a heap of the slain, who had all died by the sword or bayonet. Within . . . a multitude of miserable wretches expiring of their wounds. . . . In the midst of this was His Excellency writing his despatches on a table, on which, fatigued with the action, an artilleryman was sleeping, whom the General would by no means have disturbed.—Cooper Willyams.

The favourite excursions of the inhabitants are to **St. Claude** (60 km.) and **Gourbeyre** (70 km.).

Passengers by the French Line are recommended to leave the ship at Pointe-à-Pitre, drive to Basse Terre (100 km., 3 hours), and rejoin her there. The route lies through **Dolé**, where there are an hotel and a swimming-bath, fed by thermal waters from the Soufrière. Luncheon baskets should be taken.

Basse Terre, the seat of Government of Guadeloupe, near the south end of the leeward coast of the mountainous division of the colony, dates from 1643. Its glory departed with the development of Pointe-à-Pitre, now the chief commercial town. The port has three piers, the centre one of which is a

popular resort at sunset. On gaining the shore one reaches the **Cours-Nolivos**, the principal promenade. Another open space is the **Champ d'Arbaud**, planted with handsome royal palms and mango trees. Here races are held annually on July 14th, the anniversary of the taking of the Bastille, which is observed as a national fête day in Guadeloupe as it is in France. Beyond this again is the **Botanical Garden**.

The country behind Basse Terre is rugged and extremely beautiful. Interesting excursions can be made to the **Soufrière** and **l'Échelle**, two volcanic craters, with a visit to the thermal baths of **Bains Jaunes en route**, and to the baths of **Dolé** and to **Sofaia**.

In the rainy season those residents of Pointe-à-Pitre who can afford to do so leave town for the heights of Petit Bourg, Sainte Rose, or Lamentin, in order to enjoy the thermal baths of the Ravine Chaud, or Sofaia, where there are sulphurous springs. Others seek recreation and health in the Saintes.

THE DEPENDENCIES

Marie Galante, 16 miles to the south-east of Guadeloupe *proprement dite*, was discovered by Columbus on November 3rd, 1493, and named after his caravel. The island is of coral formation. Its area is about 60 square miles and its estimated population 20,000. It was first settled by the French, and thereafter frequently changed hands between them and the English; but, since 1816 it has remained under the Tricolor. Its capital is Grand Bourg, and its staple industry the production of sugar.

Désirade, 6 miles to the east of Grande Terre, was also discovered by Columbus on November 3rd, 1493. Like its neighbours, it is of coral formation. Some cotton is produced upon it; but its chief industry is the raising of livestock and fishing. To the south, between it and Marie Galante, are two islets known as Terre-d'en-haut and Terre-d'en-bas, not to be confused with those bearing similar names among the Saintes.

The **Saintes**, a group of islands 7 miles to the south of Guadeloupe, were once a strategic position of great importance, and gave their name to the sea fight between Rodney

and de Grasse on April 12th, 1782, which the French call the Battle of Dominica (*see* page 203). They comprise Terre-d'en-haut to the east, with Îlet à Cabrits, Grand Îlet, and the Îlets de la Coche and des Augustins, and Redonda, round it, and on the west Terre-d'en-bas.

Discovered by Columbus on December 4th, 1493, they were settled by the French in 1648, and thereafter shared the vicissitudes of Guadeloupe. On their mornes, or hills, are the remains of several old forts which testify to the former strength of the position. The larger of the islands are now devoted to the cultivation of sugar, cotton, and ground provisions, whilst a variety of grape grows there to perfection. Many of the peasants subsist by fishing.

Saint Martin, of which one part is owned by France and the other by the Netherlands (*see* page 337), takes its name from Sieur Saint Martin, who took possession of the island by virtue of a Commission of Louis XIII. The chief town in the French quarter is Marigot, and the industry is the cultivation of cotton.

Saint Barthélemy, or St. Bartholomew, lies to the south of Anguilla, about 108 miles to the north-west of Guadeloupe. Its 8 square miles are very mountainous, and its soil, in spite of a scarcity of moisture, is not unfertile. Bananas, quassia, and tamarinds are exported. The chief town is Gustavia, near the port, which is not very accessible. The island, which was occupied by the French in 1648, was ceded to Sweden in 1784 in exchange for the right of establishing an entrepôt for French merchandise at Gothenburg, but it was restored to France in 1877.

MARTINIQUE

The Home of the Empress Joséphine

MARTINIQUE (population 262,500) lies in latitude 14° 14' N. and longitude 61° W., almost equidistant from Dominica and St. Lucia. Its extreme length is 49 miles and breadth 13 miles. The island being volcanic is very mountainous. Its highest elevation is Mont Pelé (4,500 feet) at the north end. Other mountains of consequence are the Pitons of Carbet, 3½ miles

from the west coast between St. Pierre and Fort-de-France, Mont Conil, la Balata, Mont Vert, le Vespré, overlooking the east and south of the island, and le Vauclin, on the slopes of which the finest coffee in the island is cultivated. The island has many streams and rivers, some of which afford good fishing sport, and, in addition, shooting of migratory birds in season. During the rainy season they frequently become raging torrents. St. Pierre, formerly the chief commercial centre of Martinique, was effaced by the eruption of Mont Pelé in 1902, but houses have again sprung up in the neighbourhood. Fort-de-France, on the north shore of a magnificent bay of the same name, is the administrative and commercial capital. Modern quays and warehouses provide the necessary shipping facilities. Its estimated population is 70,000.

The island has a special attraction for tourists on account of its historical and physical features, and a warm welcome awaits visitors. The usual passport formalities are required if an extended stay is contemplated. Recently, a central tourist organisation has been created to initiate development of an island-wide tourist consciousness and the preservation of sites of interest. It is understood that the local body will be affiliated to the official organisation for *Tourisme* in France. In addition to the attractions mentioned, there are good beaches for camping and bathing. Motor tours can be easily arranged, but the charges should be settled beforehand. An automobile and other clubs exist. Information of a commercial or financial nature can be obtained from the Chamber of Commerce or either of the two principal banks: Banque de la Martinique and Banque Nationale pour le Commerce et l'Industrie. The usual postal and telecommunications services exist.

INDUSTRIES. Sugar and rum are the principal staples of Martinique. In contrast with Guadeloupe, where the main industries are in the hands of joint-stock companies with headquarters in France, those of Martinique are, in the main, the efforts of local enterprise. Exports of bananas have now reached a value which is steadily approaching that of sugar. Cocoa, coffee, and other minor products figure in the list of exports, which also include canned pineapples. The principal market is France.

CLIMATE. As in Guadeloupe, the 'Carême', as the dry season

is called, begins in November and the wet season, or 'l'hivernage', in July. From November to March the north-east trade wind blows with great regularity. In those months the thermometer may fall as low as 75° Fahr. in the towns and much lower in the mountains.

HISTORY. Martinique—the Mantinino of the Caribs—was discovered by Columbus on June 15th, 1502, and settled by France in 1635. It was captured by the English in 1762, but restored to the French in the following year. It frequently changed hands between France and Great Britain, but from 1794, when it was captured by Sir Charles Grey and Sir John Jervis, to 1800 it was the headquarters of the British forces in the West Indies. It was finally restored to France in 1815.

CONSTITUTION. Same as that of Guadeloupe (*see* page 302).

HOTELS. **Fort-de-France.** *Bristol, Central, Grand Hôtel de l'Europe, Lido, Vieux Moulin.* Accommodation is also available in some of the district towns, if required. Rates vary according to the exchange.

COMMUNICATIONS. In general, the same conditions apply as for Guadeloupe. There is a first-class aerodrome at Lamentin, 9 miles from the capital and, in addition to the airlines mentioned, the Cia. Dominicana de Aviacion makes regular calls. The roads are well suited for **Motor-cars**, but the gradients are steep. Local communication is provided by a Government-subsidised service of **Cars and Buses.** **Pleasure-boats** are available for hire. Communication is also possible with some of the small, coastal ports.

SIGHTS. **Fort-de-France**, formerly known as Fort Royal, capital of Martinique since 1680, stands between the Monsieur and Madame rivers, on the north shore and near the entrance to a magnificent bay. The town is on the flat; but behind it rise hills. On one of them is the historic **Fort Bourbon**, now Fort Desaix, which was captured by Sir Charles Grey and Sir John Jervis on March 25th, 1794. On that day the garrison of nine hundred men marched out with colours flying, the English having allowed them the honours of war in recognition of their gallant defence of the position. Proceeding down the hill, they laid down their arms and were embarked on board ships which took them to France.

Our troops, both army and that part of the navy that had served (during the siege) on shore, lined the road as the enemy passed; and entering the fort, they struck the French and hoisted the

British colours, changing the name from Fort Bourbon to Fort George, in compliment to our gracious Sovereign, which it now bears.—Cooper Willyams.

Jutting out into the Bay of Fort-de-France at the east end of the town is the historic **Fort Louis**, under whose massive walls vessels visiting the port drop anchor. It was in the harbour behind this fort that de Grasse's fleet lay before it sailed to meet defeat but not dishonour in the Battle of the Saints in 1782 (*see* page 203), and it was the walls of this fort Captain Robert Faulknor scaled on March 20th, 1794.¹ His Majesty's ships *Asia* and *Zebra* (Captain Faulknor) were ordered to stand in towards the harbour. Both did so; but three times the *Asia* veered. So the *Zebra* went on alone.

Captain Faulknor, seeing that he stood no chance of being seconded by the *Asia*, and being all this time under a dreadful fire from Fort Louis, boldly pushed in towards the fort, still reserving his fire till he came close to the walls of it; and then running his ship aground, plying his small arms and great guns, he drove the enemy from thence, and leaping into a boat, scaled the ramparts. Seeing the *Zebra* go in, all the boats with scaling ladders, attended by the gunboats, seemed to fly towards the scene of action. Those from Point Carrière mounted the walls near where Captain Faulknor had so gallantly run his ship, and seconding him, drove the enemy out of the fort, hauled down the republican flag, and hoisted the British union in its stead.—Cooper Willyams.

At the head of the Bay is the plain of Lamentin, with the Vauclin mountain in the far distance, while on the south side is Trois Îlets with the Îlet à Ramiers, or Pigeon Island (not to be confounded with Rodney's—*see* page 176), on which the old fortifications can still be seen, guarding the entrance.

The English renamed Fort Louis Fort Edward after the Duke of Kent, but when they left it reverted to its former name.

From the steamer the spire of the church, the dome of the Schoelcher library, and the tufted summits of royal palms in Fort-de-France are conspicuous. The town, which once had a terrible reputation for yellow fever, is now comparatively

¹ Further episodes in the brilliant career of Captain Faulknor are related in *A Wayfarer in the West Indies*. London: Methuen & Co., Ltd.

healthy. It is characteristically French, and some Martinicans still adhere to the national costume, which is said to have been introduced from France in the seventeenth century. It consists of a very full skirt and a long train of flowered silk over a white lace petticoat. The dress is narrow-waisted and round the neck is worn a gaily coloured fichu or scarf, and on the head a gaudy kerchief tied as a turban and called a 'Madras'. A gold or coral necklace and heavy gold earrings complete this picturesque attire. One of the principal hotels overlooks the **Savane**, an open park in the centre of which is a statue of the Empress Joséphine in her coronation robes from the chisel of Vital Debray, surrounded by tall royal palms. The Empress has her head turned towards Trois Îlets across the bay, where she was born on June 23rd, 1763. Her father, Monsieur J. G. Tascher de la Pagerie, a planter, was practically ruined by a terrible hurricane in 1767, through which 1,600 persons perished.

Martinique was also the home of Françoise d'Aubigné, better known as Madame de Maintenon, who first married Scarron the dramatist and afterwards became the wife of Louis XIV.

Also overlooking the Savane are the **Government Offices**, the **Post Office** and the **Bibliothèque Schoelcher**. The latter, a curiously Eastern-looking building with a dome and overhanging roof, contains a library and a museum of plaster casts, ceramics, etc., bequeathed by Victor Schoelcher (1804-93), who was mainly responsible for securing the emancipation of the slaves in 1848. In Place Barré, opening out of the Rue Schoelcher, there is a statue of that worthy by Marquet de Vasselot in front of the well-built Palais de Justice. Schoelcher is shown protecting a Negro girl in the characteristic attire of Martinique, and the pedestal is inscribed:

AUCUNE TERRE FRANÇAISE NE PEUT PLUS PORTER D'ESCLAVES!
(No French soil shall ever more hold slaves!)

On the hill at the head of Rue Schoelcher are a calvary and chapel from which a superb view of the harbour can be obtained.

A drive of half an hour along the Route de Didier takes one

to the **Lido**, a club house with a good bathing beach.

The French Line arrange several attractive excursions by motor-car at very reasonable rates.

The most popular is the drive to St. Pierre (38 km.) and back. A start can be made across Plateau Didier, the fashionable residential suburb. The road rises rapidly to the village of **Balata** (1,200 feet) and thence to **Absalon**. Here a road to the Bains d'Absalon descends to the left. Steps down a ravine of exquisite charm lead to the bath-house. The thermal water, which originates in the Pitons of Carbet, and is impregnated with carbonic acid and traces of iron, is efficacious in cases of anæmia, fever and rheumatism. Beyond Absalon the main road passes Colson, a military camp, and descends to the Pont de l'Alma, which crosses a narrow gorge. It then rises up the slopes of the Pitons de Carbet and, passing through Fonds-Saint-Denis, reaches the heights above St. Pierre, to which it then descends by several hairpin bends.

Before the disastrous eruption of Mont Pelé in 1902 St. Pierre, at the foot of a valley enclosed by well-defined spurs of hills running down to the sea, was one of the prettiest and most attractive towns in the West Indies. It resembled a small French provincial city, with its cabarets and cafés, at the tables of which the Martinicans sipped their apéritifs. A long, well-paved street ran the whole length of the town, and the houses on either side, with red roofs (pierced with dormer windows) and green jalousies, were far better built than those in the neighbouring islands. Near the centre was the Roman Catholic Cathedral, and along the sea front a shady boulevard, much resorted to by the *flâneurs* of the doomed city, over which towered the majestic and solitary peak of Mont Pelé, 4,500 feet high.

On May 8th, 1902, after many premonitory symptoms, which were ignored by the majority of the people, a mass of fiery vapour burst from the side of Mont Pelé and enveloped the town, including the Opera House, the Cathedral, and the residences, bringing death and destruction in its track. Indeed, not a building escaped the ravaging blast, and it is computed that fully 40,000 persons instantaneously lost their lives through asphyxiation or burning.

Of all those actually in St. Pierre only one man escaped, a criminal in the condemned cell of the prison. This building was situated with its back to the volcano, and, the cells being of massive stone with a grated window facing seaward, neither flame nor ash could enter.

The eruption was graphically described by the late Mr. F. H. Watkins, Commissioner of Montserrat at the time.

For three months prior to the great outburst signs of active disturbance were manifest, and on April 25th, 1902, at 8 a.m., the neighbourhood was darkened as by a total eclipse of the sun. A shower of fine white ashes fell steadily for two hours, covering the district north of St. Pierre to the depth of nearly half an inch. When the fall of ashes ceased, the weather remained gloomy and calm, and the crater still continued to emit smoke. Excessive heat was experienced throughout the West Indies at this time. The volcano increased in activity until May 2nd and 3rd, when a tremendous outburst of fire and lava overwhelmed the large Guérin sugar estate, situated to the north of St. Pierre, burying, it is estimated, more than 150 persons. Although the fall of ashes did not cease, and some of the inhabitants left for St. Lucia, most persons in Martinique were in hopes that this was the culminating effort of Mont Pelé; and these hopes were heightened on Wednesday, May 7th, by the news that the St. Vincent Soufrière was in eruption, and by the thought that the Martinique volcano would thereby be relieved.

After the destruction of the Guérin and other estates to the north, the terrified and destitute labourers crowded into St. Pierre, to the number of 5,000, thus adding considerably to those destined to meet their fate in the crowning act of destruction.

The morning of May 8th dawned on St. Pierre with nothing to distinguish it from the others of the previous week. With the exception of smoke issuing from Mont Pelé, no signs of impending disaster were apparent. Being a *fête d'obligation*, the stores and shops were closed. In the roadstead lay about seventeen vessels of different sizes, among them being the *Roraima*, a fine steamer of the Quebec Line. To the north, opposite what had been the Guérin estate, the cable ship *Grappler* was busily restoring telegraphic communication with the northern islands. About seven o'clock the Scrutton steamer *Roddam* steamed up, but owing to some quarantine difficulties she was ordered to the place set apart for the ships in quarantine, and one anchor had been let go about eight o'clock. By being thus moored slightly out of the full force of the eruption, the *Roddam* probably escaped the fate of the other vessels. In a

moment, without warning, came the awful catastrophe. Those who survived stated that the whole side of the mountain seemed to gape open, and from the fissure belched a lurid whirlwind of fire, wreathing itself into vast masses of flame as it descended with terrible speed upon the doomed town. Before the true extent of the peril could be grasped, the fiery mass swept like a river over the town, and, pushing the very waters of the sea before it, set the ships ablaze.

In a few seconds, when the flames of the volcano had spent themselves, molten masses of lava and ashes, accompanied by a dense sulphurous vapour, asphyxiated those who had escaped death by fire and shock. The sulphurous fumes hung over the town for some minutes before being dissipated by a faint breeze, and then succeeded utter darkness, illumined by the burning houses and ships from which proceeded the shrieks of the few survivors. The *Grappler* was the first vessel to catch fire, and was soon seen to turn over and disappear, capsized probably by a sort of tidal wave caused by the force of the explosion. Some of those down in the hold and in the forepart of the *Roraima* managed to escape, but the steamer was burned to a mere shell. The *Roddam* alone escaped. Soon after her anchoring in the quarantine grounds the eruption took place, and immediately afterwards molten lava fell on the ship. In a few minutes a second explosion took place, causing the sea to become a raging cauldron, and this appears to have parted her anchor and caused her to drift. On board were fifteen labourers from Grenada looking after the cargo, seven of whom were roasted alive on the deck, while eight jumped overboard. The chief engineer, the first and second officers, and the supercargo lost their lives. Of the forty persons who left St. Lucia, only ten or twelve returned alive after taking nine hours to steam forty miles. Severely burned on his hands and face, Captain Freeman managed to bring his vessel to port.

The name of the mountain is often incorrectly spelt Mont Pelée. It is really Mont Pelé or La Montagne Pelée, 'the bald mountain'. To call it Mont Pelée is as ungrammatical as it would be to call the highest mountain in Europe Mont Blanche or La Montagne Blanc.

In the **Volcanological Museum** interesting relics of old St. Pierre can be inspected.

Visitors with sufficient time at their disposal can return to Fort-de-France by way of Morne Rouge, which was obliterated

ated in 1902, Ajoupa-Bouillon, where the road descends to the sea, and thence along the coast to Trinité and through broken country to the capital. The round tour takes 5 hours, exclusive of stops.

Another attractive drive (3 hours) is from Fort-de-France to Lamentin, Ducos, Trois-Îlets, Diamant, and so back to Fort-de-France. At Trois-Îlets there is a small museum of relics of the Empress Joséphine (*see* page 311), and in the church a tablet in memory of her mother.

Beyond Trois-Îlets the road crosses mountainous country and, passing through narrow gorges of the Mornes du Sud, reaches Diamant, a small fishing-village which commands a fine view of the historic Diamond Rock.

Proceeding south from Fort-de-France, steamers pass close under the beetling precipices of the *Îlet à Ramiers*, the old fortifications on the summit of which can be plainly seen with the glass.

Farther on, off the south-west extremity of Martinique, is seen the historic **Diamond Rock**, or *Rocher du Diamant*, rising from the sea 'like a little haystack'. Curiously resembling Ailsa Craig, this rock was manned in 1804 by English sailors, who hoisted cannon to its summit, and harassed the French ships as they passed to and from Fort Royal (*see* page 179). 'H.M.S.' Diamond Rock, as it was called, is now rarely visited except by fishermen; but it is said that the tomb of Lieutenant Robert Carthew Reynolds, who was buried there, can still be seen.¹

That gallant officer died in September 1804 of wounds sustained seven months before, when cutting out the French corvette *Curieux*, which lay in the harbour of Fort Royal. His funeral was conducted with as much ceremony as circumstances would permit. All the officers of Commodore Hood's vessel, the *Centaur*, and every man and boy in the ship who had witnessed his brilliant exploit attended. Lieutenant Maurice, who commanded the rock, was himself one of the chief mourners.

¹ An account of the gallant defence of 'H.M.S.' Diamond Rock is given in *West Indian Tales of Old*. London: Duckworth & Co.

CHAPTER XI

THE VIRGIN ISLANDS OF THE UNITED STATES

THE Virgin Islands of the United States comprise St. Thomas, St. John, and Santa Cruz (or St. Croix), which were purchased from Denmark in 1916, and transferred from the Dannebrog to the Stars and Stripes in the following year.

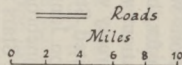
St. Thomas (population 13,811), in latitude $18^{\circ} 20' N.$ and longitude $64^{\circ} 55' W.$, 40 miles to the east of Puerto Rico and 150 miles north-west of St. Kitts, has a land-locked harbour and enjoys a well-deserved reputation as a coaling station and port of refuge. Before World War I it was the West Indian headquarters of the Hamburg-America Line. Its economy in bygone days was largely dependent on ship chandlery and the fuelling facilities provided. With the advent of larger ships carrying refrigeration, which has changed the supply problem of vessels at sea, the port has lost some of its importance. However, tourist ships from New York usually include it in their itinerary. There is a fair amount of trading with the British Virgin Islands, and occasionally with Haiti and the Dominican Republic.

The island, which has a total area of 32 square miles, is of volcanic origin. It has a range of rocky hills, running east and west, only sparsely covered with vegetation, which slope down to the sea. The only town, Charlotte Amalie, is built on three low spurs of this range and the harbour occupies the crater of an extinct volcano.

INDUSTRIES. Sugar was once the principal industry of St. Thomas. Bay-rum manufactured from leaves of the bay tree (*Pimenta acris*), grown in the neighbouring island of St. John, is one of the main articles of export. Tropical fruits and ground provisions are produced for local consumption. There is considerable activity in rum distillation for export. Tropical preserves



THE VIRGIN ISLANDS



manufacture is being developed. Raising of cattle for milk and beef for local consumption and export to Puerto Rico is growing in importance, and there is a Fish Co-operative for encouraging that industry.

CLIMATE. The climate of St. Thomas is healthy for Europeans, and particularly enjoyable during the winter months when the trade-wind blows. The greatest heat is in August, September, and October, but the thermometer rarely rises above 91° Fahr., while it sometimes falls as low as 64° Fahr. in January, February, and March.

HISTORY. St. Thomas was discovered, on his second voyage in 1493, by Columbus, who found it inhabited by Caribs and Arawaks. In 1657 the island was colonised by the Dutch, who left, however, for what is now New York, giving place to the English twenty years later. It was the oldest of the three Danish colonies in the West Indies, having been taken possession of on behalf of the Danish Crown on March 30th, 1666. In 1671 the Danish West India and Guiana Company was formed in Copenhagen, and acquired the island. After slavery had been introduced in 1680 St. Thomas enjoyed great prosperity. The island was purchased from the company in 1755, and the King of Denmark took the government into his own hands, throwing open the port to all nations in 1764. The British held the island for ten months in 1801, and again from 1807 to 1815, when it was restored to Denmark, in whose hands it remained until 1917. Slavery was abolished in St. Thomas in 1848.

In 1867 a proclamation was issued announcing the approaching cession of St. Thomas to the United States, but the Senate refused to ratify the Convention, and negotiations were broken off. In 1901 negotiations were reopened and the Danish Folkething voted for the transfer, but the Landsting in 1903 rejected it by a tie vote. Negotiations were resumed in 1916, and on December 22nd in that year a treaty was ratified by Denmark for the sale of the islands to the United States for \$25,000,000. It was ratified by the United States, on January 16th, 1917, and on March 31st in the same year the Dannebrog was hauled down in Charlotte Amalie, the capital, and the Stars and Stripes hoisted in its place.

CONSTITUTION. The Virgin Islands of the United States comprise two municipalities, those of St. Thomas and St. John, and St. Croix. Legislative functions are vested in a Municipal Council in each of the two municipalities. Joint sessions of the Municipal Councils constitute the Legislative Assembly of the Virgin Islands. There is a Governor of the territory, appointed by

the President of the United States with the approval of the Senate; the Governor exercises the necessary administrative control under the Secretary of the Interior, who also appoints such officers as may be required for the central administrative staff. Local appointments are made by the Governor in consultation with the municipal authorities.

HOTELS. There are several hotels, including the *Bluebeard's Castle*, *The Grand*, *The Flamboyant*, and *Hotel '1829'*, to mention only four; pensions and guest-houses, furnished beach houses may also be obtained, and there are the usual sports and boating clubs. No rates can be given, as these are liable to change with the conditions which affect cost of living. A Tourist Board is being created by legislation to take care of all matters relating to the promotion of the tourist business and the interests of visitors. U.S. currency is the money medium.

COMMUNICATIONS. It is impossible to give any definite information about regular steamship calls, but tourist boats from New York usually make stops. There are, however, air services which connect with all points north and south. Pan-American and Eastern Air Lines are the chief operators. There are the usual bus and taxi services, as well as efficient cable and postal communications, including daily air-mail deliveries.

SIGHTS. Entering the harbour of St. Thomas by the narrow bottle-necked entrance under the shadow of **Cowell's Battery** (left), passenger steamers usually lie alongside a wharf opposite the town. The town of Charlotte Amalie, so named after the consort of King Christian V of Denmark, has a population of 11,000. The United States Geographic Board decreed on January 5th, 1921, that it would in future be known as 'St. Thomas', but its more picturesque name was restored to it in 1937. The town straggles over three spurs of the mountains, known to old-time sailors as the fore-top, main-top, and mizzen-top respectively, down to the water's edge. Above the town two towers are conspicuous. One like a large band-box is the so-called **Bluebeard's Castle**, and the other **Blackbeard's Castle** (*see* page 322). Near the centre of the town by the water-side is a quaint little fort now used as a police station.

The town can be reached from visiting ships by launch, direct to King's Wharf (one block from the business section),

by motor-car in a few minutes, or on foot in about a quarter of an hour. The route lies across a plain, once a prosperous sugar estate, and along the De Beltjen road, fringed with small villas and gardens gay with hibiscus, bougainvillæa, and coral-lita. Turning left down the Norre Gade one passes the **Park**, a garden surrounded by palm trees on the right, the **Cable Office**, and the tiny castellated **Fort** which looks as if it had been built out of a box of toy bricks. Opposite the cable office and on the right is the **Lutheran Church**. A little farther along on the left is the **Grand Hotel** with a terrace overlooking **Emancipation Park**, in the centre of which is a bust of Christian IX of Denmark—'Fodt 8 April 1818, Könige 15 March 1863, Dod 29 January 1907'. The hotel has a fine ball-room, over a hundred feet long, and in rooms on the ground floor the Local Government and the merchants maintain an **Information Bureau** for the convenience of visitors.

Opposite the Grand Hotel on the hillside is the hotel known as '**1829**', the path alongside which leads to **Mafolie** (*see* below). Continuing along the road, one reaches the covered **Market** and the **National Bank** (right), and the principal stores, several of which are devoted to the sale of bay-rum, and souvenirs of St. Thomas.

The streets are clean, and it used to be said that, during the Danish régime, visitors found by the police to have dined not wisely but too well were compelled to expiate their overnight offence by sweeping the streets in the morning.

Good pedestrians can obtain a superb view by ascending the mountain by the rough path behind '**1829**' to **Mafolie**. There an extensive panorama unfolds itself. Far below are the town and harbour spread out like a map. Under the shelter of Cowell's battery are the wharves formerly owned by the Hamburg-America Line. Away to the west lie the islands of Culebra and Vieques, and to the east St. John, Tortola, and several islets of the Virgin group. To the south lies St. Croix. Out to sea is the historic **Sail Rock** which, during the American War, received severe punishment from the captain of a French frigate who mistook it for an enemy ship. He hailed it through his trumpet, and his shouts were returned by an echo. Failing to obtain satisfaction he then fired a broadside,

the thunder of which reverberated from the rock. Some ricochetting shot heightened the illusion that he was engaging the enemy. Throughout the night the Frenchman kept up a cannonade, and it was only when day dawned that he discovered what a foolish mistake he had made.

Ascending to the saddle above Mafolie one obtains an exquisite view of the white sandy beach of Magens Bay, with Tortola and others of the Virgin Islands in the hazy distance. A residence in the neighbourhood commands views on both sides of the island. During the World War I a gun was mounted in the garden for the protection of the harbour.

On Mafolie Hill is an obelisk, known as the 'Venus Pillar', inscribed *Passagem do Venus Dezembro 6 de 1882*. It was erected by Brazilian astronomers in commemoration of their stay in St. Thomas to witness the transit of Venus.

An even more extended view can be obtained from the hill to the west end of the town, called **Frenchmen's Hill**, which owes its name to French Huguenots who took refuge in the island. From there the pedestrian should proceed as far as **Solberg**. An hour's walk in the first instance, and a somewhat longer one in the second, will give him as fine views as can be seen in the West Indies.

These trips can be made on horseback, but as the hills are very steep and the roads rugged, it is well to make certain that the animal to be ridden is sure-footed. If the visitor prefers to motor, and has only a short time at his disposal, he will find good roads to the east of the town which extend past the old sugar estate, and along Mangrove Lagoon to Smith's Bay, whence he can return by a circuitous route, and, passing through to the west, proceed as far as **Nisky**, an old Moravian Mission. He can thus obtain a glimpse of the suburbs and main street, but will miss some of the beautiful views obtainable from the hills.

Of interest is a visit to **Cha Cha Village**, the headquarters of a colony of immigrants from St. Bartholomew known as 'Cha Chas' from an exclamation they are said to use. They live by fishing and speak an eighteenth-century Norman-French dialect. Tall, lean, and red-tanned, they are thrifty, intelligent, and moral.

A few minutes' walk up the hills to **Blackbeard's Castle**, or to **Bluebeard's Castle**, to the east of the town, will repay the pedestrian. These castles are supposed to have been the headquarters of two buccaneers, and many romantic tales are told regarding them. Bluebeard's Castle on Luchetti's Hill was really built by the Government in 1689, and was called Frederiksfort. Used as a fort until 1735, and sold with the surrounding land to a private individual in 1818, it now forms part of the Bluebeard Castle Hotel, opened in 1934. The grounds are very attractive and command a fine view of the harbour. Blackbeard's Castle on Government Hill dates from 1674, when it was built by one Carl Baggert. John Teach, or Blackbeard, who is said to have lived in it, was a scoundrel of the deepest dye. In *Tom Cringle's Log* he is described by 'Aaron Bang, Esquire', as:

The mildest manner'd man
That ever scuttled ship or cut a throat:
With such true breeding of a gentleman,
You never could discern his real thought.
Pity he loved adventurous life's variety,
He was so great a loss to good society.

He had fourteen wives, and one of his favourite amusements was to take his comrades to the hold of his ship and half suffocate them by kindling brimstone matches. He would also blow out all the candles in his cabin and blaze away with his pistols right and left at random. He eventually died in a desperate encounter with the frigates *Lime* and *Pearl*.

Visitors staying more than a day in St. Thomas can make some pleasant excursions, either on foot or on horseback. Among those recommended are:

(1) From Charlotte Amalie to the east end of the island, known as **Water Bay**. This expedition along a winding road offers a wonderful view of distant islands.

(2) From the main road to the east of **Tetu** estate, passing on the way **Benders** and **Bovoni**. By following this route the tourist is able to visit the Mangrove Lagoon at Bovoni. If he procures a boat from the fishermen there, which, as a rule, he can easily do, and takes a row across the lagoon, he will have

an experience that will probably leave many pleasant recollections behind. He must not forget, however, to take provisions, as none can be obtained on the journey.

(3) From the hamlet of **Mafolie** round to St. Peter's, Brown's, and Solberg, and down Frenchmen's Hill. This route will give a good view of the most fertile part of the island.

(4) From Charlotte Amalie to the west, past Nisky, Mosquito Bay, John Brewer's Bay, ascending the hill to **Bonne Esperance**, and round the north side of the island down Frenchmen's Hill. This route affords more varied scenery, a further view of the island, and, if the day is clear, an interesting panorama of the cays and islets to the north, and those to the east forming the Virgin Islands group.

Numerous excursions can be made by boat or launch, notably across to the Naval Station, formerly the 'German' Wharf from which can be ascended the hill to **Cowell's Battery**—so named after Major Cowell of the British Army, who was responsible for its erection during the few years of English occupation—Frenchman's Bay, etc. Another favourite expedition is from the harbour, through the 'Haul Over' to Nisky Bay and Water Island and then on to Krum Bay, sometimes called the 'graveyard of ships' because of the vessels broken up there.

SAINT CROIX

Alexander Hamilton's Home

SAINT CROIX, or Santa Cruz, 40 miles south-south-east of St. Thomas, has an area of 74 square miles, and a population of 21,000. A range of hills runs parallel with the coast at the western end, the highest peak being Blue Mountain. The principal towns are Christiansted, known colloquially as 'Bassin', on the north shore, and Frederiksted, or West End, on the western side, commercially the more important place. St. Croix differs in appearance from St. Thomas, being densely

cultivated. It used to be called the garden of the Danish West Indies.

INDUSTRIES. Agriculture is the main industry, but is handicapped by uncertain rainfall. Sugar with its by-products—molasses and rum—is the main enterprise. Records of the industry date back to 1876, but in 1930 operations were suspended owing to the chaotic state of the world's markets. The industry has been revived under the Virgin Islands Corporation, which is developing agriculture by modern methods. In 1950, the island produced 10,752 tons of sugar. Cattle-raising is of some importance, while wood-working, handicrafts, and other home industries are being encouraged through Co-operatives.

CLIMATE. The climate of St. Croix is very similar to, though rather hotter than, that of St. Thomas; but it is well suited for Europeans. During the greater part of the year the fresh trade-wind blows from the north-east. The wet season extends from August to December.

HISTORY. The history of St. Croix has been varied and eventful. The island was discovered by Columbus on his second voyage, and in 1643 it was inhabited by two distinct parties of English and Dutch. They quarrelled, however, and the Dutch were expelled. In 1650 the English were defeated by Spaniards, who in their turn yielded to one hundred and sixty Frenchmen from St. Kitts. France entrusted the island in 1651 to the Knights of Malta, who controlled it for fourteen years, and in 1733 it was purchased by King Christian VI of Denmark. In 1801 it was taken by the English, but restored to the Danes after a few months. Captured again by the English under Sir Alexander Cochrane in 1807, it remained with them until 1814, when it was again handed to the Danes.

HOTELS. Climatic and health conditions render the Virgin Islands popular tourist resorts, and although there has been considerable expansion in hotel accommodation, guest-houses, restaurants, and beach facilities, visitors contemplating a stay in either island are advised to make reservations beforehand. Rates (U.S. currency) are in proportion to the accommodation offered. In **Frederiksted** there is *Coulter's Hotel*; in **Christiansted**, *Hotel-on-the-Cay* is outstanding, being formerly the summer residence of the Danish Governor.

COMMUNICATIONS. The reader is referred for general information under this head to that for St. Thomas (*see* page 319). Cargo steamers of the Alcoa Line (some with limited passenger accommodation) call at both ports, while there is communication by local craft with the neighbouring islands.

SIGHTS. Steamers visiting St. Croix usually call at **Fredriksted** instead of at the capital, as it is more important commercially. Landing is effected by boats. Frederiksted, or West End, is an unassuming town of about 3,500 inhabitants. The Police Barracks and Customs Office are on the water-front, and the warehouse of Nicholas Crujer, in which the great American statesman Alexander Hamilton worked as a boy, is pointed out.

Parallel with the sea-front is a broad thoroughfare named King Street. **St. Patrick's Church** and Schools, conducted by the American Redemptorist Fathers, are reached by the road running into the town from the jetty.

While the steamer is in port there is usually time to visit **Christiansted**, the capital, which can be reached by motor-car over the Centerline Road. Leaving Frederiksted, the road turns south-south-east for just over three-quarters of a mile to **Hannah's Rest**, thence east-north-east for about 8 miles in a straight line except for a small detour round a hill at La Reine, then south-south-east for five-eighths of a mile, east-north-east for 2 miles to **Constitution Hill**, and thence for 2 miles over low hills to Christiansted. The road passes the Government agricultural experiment station at Anna's Hope and several large sugar-cane areas. Here rioters were held up in 1878 when they were marching to destroy Christiansted. At **Grange**, Sarah Anne Levicount, mother of Alexander Hamilton, lies buried, and a monument to her memory, erected by Gertrude Atherton, is shown to visitors.

Christiansted, or Bassin, is built on ground sloping down to the sea. At the head of its main street of white houses is the church of St. John, rebuilt and enlarged, as a tablet records, 'under the personal direction and exertions of their esteemed rector the Rev. F. J. Hawley, D.D., 1849-1858'. Burnt to the walls in 1866, it was restored within two years by the congregation and their friends under the Rev. C. J. Branch, rector. The church has a font in memory of a former Bishop of Antigua.

At the foot of the town is an open space, and at a short distance from the shore is an exquisite little island, recalling one of those on Lake Maggiore. On it is the residence of the

fortunate harbour-master. If the *Vigilant* should happen to be in port she should be inspected. This old schooner, built in 1802 as a Danish privateer, defeated a Spanish gunboat, turned slaver, was sunk in the 1916 hurricane, was raised and retimbered, and now plies as a mail and passenger vessel between St. Croix and the neighbouring islands.

Visitors from Frederiksted should make arrangements for meals at Christiansted by telephone beforehand.

ST. JOHN

A dependency of St. Thomas

ST. JOHN, about 3 miles east of St. Thomas, is controlled by the municipality of that island, from which it is separated by Pillsbury Sound. It has an area of 21 square miles, and a population of about 1,000. The Danes took possession of it in 1684, but it was not settled until 1716, when permission was given to sixteen of the inhabitants of St. Thomas to cultivate the island. In the days when sugar was king it had several valuable estates, and a much larger population. At the beginning of last century, before emancipation, it had about 3,000 whites and free coloured persons, besides 2,500 slaves. The bay-leaf tree (*Pimenta acris*), whose fragrant leaves are used in the manufacture of that agreeable toilet requisite bay-rum, is cultivated in the island. The leaves are conveyed to St. Thomas, where the bay-rum is distilled.

Those who have a day or two to spare, and can enjoy a little boating as well as 'roughing it' in the matter of accommodation, will enjoy a visit to St. John. The island has some fine scenery, and a romantic history.

CHAPTER XII

PUERTO RICO

The Borinquen of the Arawaks

PUERTO RICO, the 'Rich Port', lies in latitude $18^{\circ} 15' N.$ and longitude $66^{\circ} 30' W.$, 70 miles to the east of Haiti, from which it is separated by the Mona Passage, and about the same distance west of St. Thomas and St. Kitts. The island is 108 miles long, and its total area is 3,350 square miles, or rather smaller than that of Jamaica and somewhat less than half of that of the State of New Jersey. The population is estimated at 2,210,700 or about 660 to the square mile. Two-thirds of the inhabitants are classed as whites, and one-third as Negroes.

Puerto Rico is mountainous, a low range of mountains extending through its greatest length. The highest peak, El Yunque, the Anvil, rises in the north-east corner to 3,600 feet. The slopes of the mountains resolve themselves near the coast into plains of great beauty and fertility. The island is well watered, the chief rivers being the Loiza, Rio de la Plata, Manati, and Arecibo, which empty themselves on the north side. San Juan, the capital (population 223,950), is situated on an island promontory which encloses an almost land-locked harbour on the north coast. Ponce, the second town in size, is on the south side, and Mayagüez, another town of importance, is near the centre of the west coast overlooking the Mona Passage. Puerto Rico has three dependencies—Mona, in the channel of the same name, and Vieques, or Bieques (Crab), and Culebra, off the east coast. Vieques, 21 miles long and 6 wide, is fertile, and supports a population of some thousands. Culebra, on the other hand, is almost barren, and the inhabitants are dependent on rain for their water supply.

INDUSTRIES. Agriculture is undoubtedly the principal source of the territory's wealth. Considerable transformation has taken

place in its economy since the Spanish régime, when coffee was the main industry. With American occupation, sugar and its by-products—molasses, rum, and alcoholic derivatives—have accounted for the bulk of the island's export trade. In 1949-50, the value of such exports exceeded 140 million U.S. dollars. Sugar production alone reached over one and a quarter million tons. Other agricultural products of importance are: tobacco, citrus, pineapples, coffee, coco-nuts, Sea Island cotton, vegetables (principally for local consumption), and nursery plants (exported by air freight to the United States). Approximately 90 per cent. of the external trade is with the United States.

There has been, in recent years, considerable diversified industrialisation under Government ægis and active encouragement. The number of articles and commodities manufactured covers a very wide range. Much of this activity has been fostered by Government-established agencies, such as the Puerto Rico Industrial Development Company, the Transportation Authority, the Office of Tourism, together with Research, Public Relations, Publicity, and other departments working for the promotion of local enterprise and development in all its forms. Reafforestation of denuded areas is making rapid progress under the expert Forest Service in co-operation with the Soil Conservation Service of the United States, with commercial lumbering the goal. Forest reserves cover a large area.

In line with these developments, education and social welfare together with improved standards of living have also made remarkable advances. The University of Puerto Rico is providing leadership in both industry and commerce, as well as in other spheres of endeavour, including natural and social sciences, agriculture, and mechanic arts. The institution is co-educational and Government controlled. In addition, it provides scholarships for a number of students from other parts of the Caribbean under the auspices of the joint Caribbean Commission.

CLIMATE. Being only a few degrees within the tropics, Puerto Rico enjoys an exceptionally favourable climate. The weather is cool in the winter months, and there is always a marked difference between the night and day temperatures. From November to March the temperature rarely rises above 75° Fahr., while the thermometer often falls as low as 60° Fahr. The lowlands in the north have a superabundance of rain, but the south is subject to droughts. Since the occupation of the island by the United States, sanitation has undergone marked improvement.

HISTORY. Puerto Rico, the Borinquen of the original Arawak

inhabitants, was discovered by Columbus in 1495. In 1508 Juan Ponce de Léon, who had been one of the discoverer's companions on his first voyage, having received permission from Nicolas de Ovanda, Governor of Hispaniola, to explore the island, founded a settlement at Caparra, near the present capital. The settlement was ineffectively attacked by Sir Francis Drake in 1595, 'with sixe of the Queene's shippes, and twenty-one other shippes and barkses, containing 2,500 men and boys'. Sir John Hawkins, who accompanied the expedition, 'was extreme sicke; which his sickness began upon the newes of the taking of the *Francis*'. He died off the island on November 12th, and was buried at sea. The ships anchored 2 miles to the east of the capital, and on the 13th they entered 'the rode within the great castels', one of which contained 'thirty-five tunnes of silver'. Three years later the Earl of Cumberland endeavoured to capture the island, but without success. The Dutch under Heinrich tried to reduce it, and in 1678 an attempt was made in the same direction by the English, but both proved unsuccessful.

Sir Ralph Abercromby and Admiral Harvey made a further attack on the island in 1797, two months after the capture of Trinidad, but after four days' siege they were compelled to withdraw. The sloops *Beaver* and *Fury* with the lighter vessels entered a small bay a few miles to the east of the capital and disembarked the troops without meeting with much opposition. Abercromby then advanced against the eastern side of the town and proceeded to bombard it. Owing, however, to the lagoon which separated it from the main island he could not get near enough, and after a few days he withdrew and re-embarked his troops 'with the greatest order and regularity'. In 1820 a movement for independence was started, but Spanish supremacy was re-established in 1823.

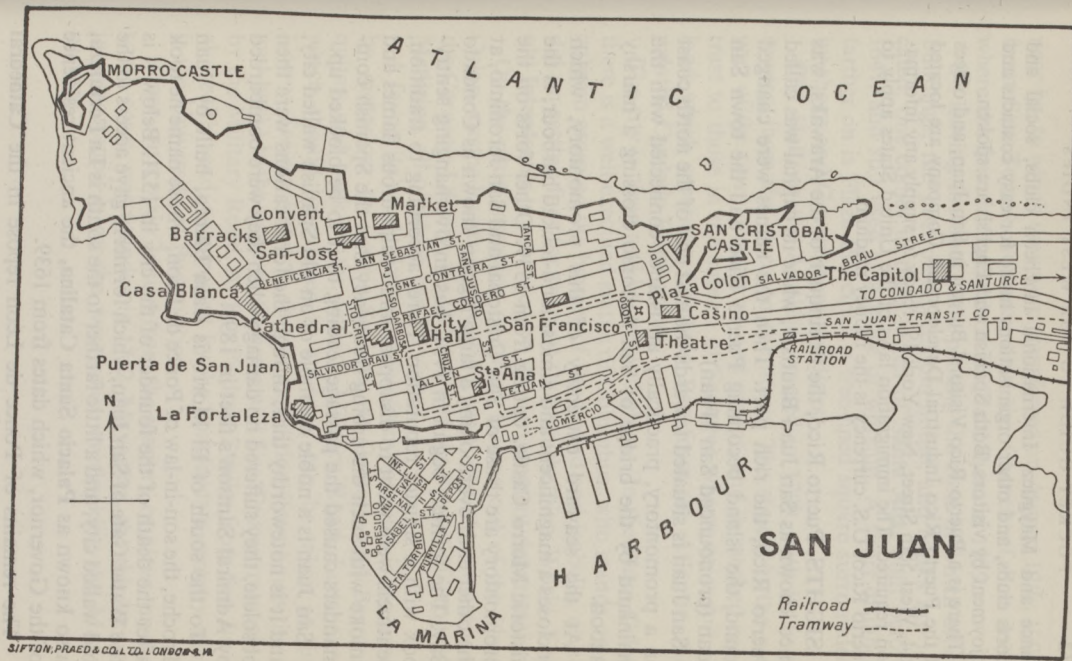
After remaining a Spanish possession for over four hundred years, Puerto Rico was ceded to the United States after the Spanish-American War. On July 25th, 1898, the United States fleet made a demonstration before San Juan, and 3,400 men, under General Miles, were landed at Guanica on the south coast, 15 miles to the west of Ponce. Three days later that town was surrendered, the Spanish Governor, General Manuel Macias y Casado, falling back on the central ridge of mountains. The Americans then prepared to advance by separate routes across the island; Guayama, Mayagüez, and Comao were occupied, and part of the American army was within 20 miles of the north coast and part had almost reached Aibonito along the Military Road when news reached the island of the signature of the peace treaty of August 12th, and hostilities were suspended. The island was finally ceded to the United States

on December 10th, 1898, by the treaty signed on that date and ratified on February 6th, 1899.

COMMUNICATIONS. The island enjoys direct steamer communication with the United States. Many steamship companies participate in the trade. Over 12 million tons of shipping of all categories entered Puerto Rican ports during 1949-50. In addition, no less than ten airlines maintain regular services. The San Juan terminal is capacious and of the most modern type in every respect. Puerto Rico boasts some 2,000 miles of good roads and a very large incidence of motor vehicles of all types. Enfranchised bus lines cover all the main routes. There is a railroad system which operates along the coastline, carrying both passengers and freight, supplemented by private systems serving the principal sugar-growing centres, mainly for haulage of cane to the factories. Efficient postal and telecommunication systems service the entire territory.

CONSTITUTION. The status of the territory *vis-à-vis* self-government has advanced substantially since 1900. In 1950, legislation was enacted in Washington giving the Puerto Ricans power to frame their own constitution. The Governor, who up to 1948 had been appointed by the President of the United States, was now to be elected by the vote of the people; such election to take place quadrennially. United States Bill of Rights protection is afforded the residents, and elections are by universal suffrage, which applies to citizens, both male and female, on reaching the age of twenty-one. The Insular Legislature is bicameral, with an Upper House or Senate of 19 members and a House of Representatives of 39. Procedure follows on similar lines to that of United States Congress. The Governor is assisted by a Cabinet composed of 7 members appointed by him with the consent of the Insular Senate. The only members of the administration appointed by the President of the United States are the Auditor and Judges of the Supreme Court. Executive liaison with the United States Government operates through the Department of the Interior, while legislative liaison is effected through the Resident Commissioner of Puerto Rico in Washington, who is elected for four years during the regular elections for Governor and Insular Legislature.

HOTELS AND AMENITIES. With the active promotion of tourism, luxury hotel accommodation has increased proportionately. In San Juan, such names as *Caribe Hilton*, *Condado Beach*, and *Normandie* are well known among a number of other reputable hostelries. Good accommodation is also provided in some of the smaller towns, such as Ponce, Mayagüez, and Coamo. There are also modern apartments in San Juan and, to a lesser extent, in



SAN JUAN, PUERTO RICO

Ponce and Maygüez. International luncheon clubs, social and sports clubs, and other organisations make for easy contacts and enjoyment by visitors. Both Spanish and English are spoken.

There is a Puerto Rico Visitors' Bureau in San Juan, and offices of the Puerto Rico Industrial Development Company are located at 4, West 58th Street, New York 19, ready to supply any information required. The immigration laws of the United States apply to Puerto Rico. U.S. currency is the money medium.

SIGHTS. Puerto Rico, the Borinquen of the Arawaks, was once known as San Juan Bautista, while its capital was called Puerto Rico, the rich port. Then the names were changed round, the island becoming Puerto Rico and the town San Juan (pronounced San Hwan).

San Juan is situated towards the east end of the north coast on a promontory, practically an island, connected with the mainland by the bridge of San Antonio crossing a marshy lagoon.

At the seaward extremity of this promontory, which encloses a magnificent and almost land-locked harbour, is the historic **Morro Castle**, dating from 1539. Other forts on the promontory are those of San Cristobal and San Jeronimo, at the other end, overlooking a large lagoon known as Condado Bay. The former, begun in 1731, has an overhanging sentry-box with a sinister reputation. Here, according to tradition, sentinels were wont to disappear amid sulphurous flames and smoke with such disturbing frequency that the Spanish commanders caused the passage leading to it to be blocked up.

San Juan is a noble example of an old Spanish walled city, and it is noteworthy that, though the fortifications were then obsolete, they suffered no damage when they were bombarded by Admiral Samson's fleet in 1898.

To the south of El Morro is **Casa Blanca**, built by Juan Troche, the son-in-law of Ponce de León, whose name he took after the death of the founder of the city in 1521. Below it is the **Water Gate** of San Juan, which formerly gave access to the old walled city, and a little farther to the south is **La Fortaleza**, also known as **Palacio Santa Catalina**, the ancient residence of the Governor, which dates from 1639.

The remains of Ponce de León repose in the **Cathedral**

near by, to which they were transferred on August 12th, 1908, from San Tomas Aquinas, now the Church of San José, where the founder's grandson had laid them in 1559.

On leaving the docks and passing the zone in which office buildings, the post office, custom house, and banks are located, one comes to the Church of **Santa Aña**, built before 1647, and still used as a place of worship. A short distance farther on is Plaza Principal, a tree-lined square surrounded by shops and Government buildings.

City Hall, or the **Alcaldia**, erected in 1799, with its twin towers, faces the plaza on the north. The streets in the old part of the town are narrow and quaint, and in marked contrast to those in the suburb of **Santurce** where, on a spit of land which separates Condado Bay from the Atlantic, the palatial **Condado Hotel** stands.

The city is clean and has several plazas. In the **Plaza Colon** there is a well-executed statue of Columbus, who stands on a column grasping the banner of Ferdinand and Isabella, as he did on setting foot for the first time on the New World. The old **Intendencia** is now used by the Government departments.

On the main carretera, or street, leading out of the Plaza Colon, are the Puerto Rico Casino, the Y.M.C.A., the Ateneo, the Carnegie Library, the Capital, and the School of Tropical Medicine, all of which can be visited.

A favourite whole-day excursion from San Juan is the drive by motor-car to **Coamo Springs**, via Comerio and Barranquitas, and back by the famous Military Road. Luncheon, which should be ordered in advance, can be taken at the *Coamo Springs Hotel*. A shorter expedition (four hours there and back) is the drive to **Comerio** and Las Cruces, returning by the Military Road. At Rio Piedras, 7 miles from San Juan along this road, constructed by the Spaniards a century ago, is the University of Puerto Rico.

Ponce, on a plain 2 miles from the seaport, or *playa*, on the south coast, was founded in 1752. **Mayagüez**, the third town in importance, is on the west coast overlooking the Mona passage.

CHAPTER XIII

THE DUTCH WEST INDIES

Far-flung Colonies of the Netherlands

THE Dutch possessions in the West Indies consist of Curaçao, Aruba, and Bonaire off Venezuela; St. Eustatius, Saba, and part of St. Martin in the neighbourhood of the Virgin Islands; and Surinam, or Dutch Guiana, which is dealt with in a later chapter.

Curaçao (173 square miles), which with Aruba (69 square miles) to the west and Bonaire (95 square miles) to the east, lies 38 miles off the north coast of Venezuela. Curaçao and Aruba, with their large oil-refining industry, have populations of about 100,000 and 50,000 respectively, the total for the group being estimated at 165,000. Curaçao is comparatively flat, but has twelve low hills. The interior is entirely dependent upon rain for water, but the capital has a salt-water distillery. The island looks barren and rocky from the sea, but Willemstad, the capital, is picturesque. Curaçao has several harbours. The principal is Anna Baai, on the south-west side, the port of Willemstad.

Only the better-educated residents in the island speak Dutch, and they also speak English, Spanish, and French. The labouring classes speak a patois called 'papiamento', a mixture of lower Spanish and Portuguese with some additions of corrupted Dutch. The unit of currency is the florin or guilder of 100 cents.

INDUSTRIES. The main industry is oil, which is imported from Maracaibo, Venezuela, refined and re-exported. The larger islands especially suffer from very light annual rainfall (22 inches in Curaçao), which renders agriculture comparatively unimportant, but efforts are being made to promote stock-raising and food-crop production wherever possible. Exports include dividivi (the pods of *Cesalpinia coriaria*, which are used for tanning), hides, phosphate

of lime, straw hats, and salt. The well-known liqueur known as Curaçao had its origin in the island, where a peculiar orange suitable for the purpose grows.

CLIMATE. Curaçao is quite healthy for Europeans. The climate though hot is less humid than that of New York in the summer.

HISTORY. Curaçao was settled by the Spanish in 1527, and captured from them by the Dutch in 1634. The English took it in 1800 and again in 1807, when Rear-Admiral Sir Charles Brisbane, afterwards Governor of St. Vincent, where he died (*see* page 185), was in command of the attacking forces, but it was restored to the Dutch in 1816, and has remained in their possession ever since.

CONSTITUTION. At the present time constitutional changes are pending. However, the islands are administered by a Governor representing the Queen, and an Advisory Council of 5 members. An Executive Council of 6 members, appointed for four years, is associated with the Governor for purposes of executive control and administration. The Legislature is composed of 22 members, elected by universal suffrage (age 23), for a period of four years. Of these Curaçao, which is the seat of Government, contributes 12 members, Aruba 8, with 2 from the other islands. A Lieutenant-Governor or Administrator is resident in each of the smaller islands, assisted by a Council of 3 members for dealing with local matters.

HOTELS. In **Willemstad** (population 42,000), capital of Curaçao, there are several hotels, of which the best known is probably *Hotel Americano*. There is also a Government Rest-house with rooms and suites. The *Piscadera Bay Club* is a bathing establishment with country club and hotel facilities to which tourists are admitted on a membership basis. At **Hato** airport is the *Hotel Hato*, operated by Royal Dutch Airlines (K.L.M.). At **Aruba** is the *Strand Hotel*, while there are Government Rest-houses in most of the smaller islands. There is a Tourist Committee with a representative at Room 416, 475, Fifth Avenue, New York, while the Netherlands Information Bureau has offices at 10, Rockefeller Plaza, New York, and at 1410, Stanley Street, Montreal. These agencies are always at the disposal of those contemplating a visit to these attractive resorts.

COMMUNICATIONS. Curaçao is well situated for calls by steamers maintaining regular schedules or for cruise ships from the United States and Europe. It has a fine harbour, and the port of Willemstad is much used as a transshipment base both for passengers and cargoes. Aruba, too, is becoming an important port of call. Freight and passenger services are provided by the Royal Netherlands Steamship Co., Grace Line, Alcoa Steamship Co., French Line, and others. Royal Dutch Airlines and Pan-American Airways

are the principal airlines operating in the territory, providing excellent services with the outside world. The West Indies headquarters of the former are in Willemstad. There are good postal and telecommunication services. There is a network of motor roads in the larger islands. Curaçao boasts 6,500 motor-cars.

SIGHTS. The capital of Curaçao, on the south side of the island, is divided by the harbour of Anna Baai, a long channel ending in a large bay called the Schottegat, into two parts, **Willemstad** and **Otrabanda** (other side). The entrance, spanned by a pontoon bridge, is protected by **Fort Amsterdam** and two other forts. Near the town is the interesting old **Slave Market**, still in good condition. The town is built in the Dutch style, and the gabled houses, mostly painted yellow, have a pleasing old-world air about them. Native curios, needlework, etc., can be purchased at the Huisvlijt, the Women's Home Industry Exchange.

The Protestant **Church**, on the square behind the Governor's palace, dates from 1769.

A drive round the **Schottegat**, a deep lagoon connected with the harbour, and to an interesting grotto 6 miles to the north-north-west of Willemstad, is recommended. Some of the plantations and attractive country residences may also be visited.

The establishment in recent years of the **Oil Refinery** of the Curaçaosche Petroleum Maatschappij, a subsidiary of the Royal Dutch-Shell group, has brought much traffic to the harbour. The refinery, which is one of the largest and most modern in the world, treats oil from the Lake Maracaibo district (*see* page 407). Near the refinery is the town called Emmastad after the late Queen Mother of the Netherlands. It was built for the employees of the company. A large bunkering business is also conducted, and the resulting increase in tonnage has placed Curaçao high, from a statistical point of view, among the ports of the world. The increased demand for labour is met by the introduction of men from the neighbouring islands and mainland, foreign as well as Dutch, while some come from as far away as Madeira.

Caracas Bay (25 minutes by motor-car), a former quarantine station, has an ancient Spanish fort. Delightful sea-bath-

ing can be enjoyed at **Jan Thiel** (20 minutes from town by motor-car).

In **Aruba** is the establishment of the Pan-American Oil Company, a subsidiary of the Standard Oil Company, and a smaller refinery of the Arend Petroleum Company, a subsidiary of the Royal Dutch-Shell group, where oil is transferred from shallow draft vessels, able to cross the two bars at the entrance of Lake Maracaibo, into ocean-going tankers.

Bonaire, on clear days visible from Curaçao, is in many ways similar to Curaçao and Aruba, although the life is on a much simpler scale. Aloë, dividivi, and goat manure are the chief exports. The capital of the island is Kralindijk, meaning 'coral dyke'. Next in importance is the village of Rincon.

ST. MARTIN

The jointly owned Island

ST. MARTIN, between Anguilla and St. Bartholomew, is partly French and partly Dutch. Twenty square miles of the island belong to France, and form a dependency of Guadeloupe, and 18 square miles to Holland, forming with St. Eustatius and Saba a dependency of Curaçao. The island rises to a height of 1,236 feet above the sea, and has only a small cultivable area.

INDUSTRIES. Salt is the principal industry of both colonies, but cotton and livestock are also exported. The chief settlement in the French portion is Marigot, and in the Dutch, Philippsburg. Most of the inhabitants are English-speaking Negroes.

HISTORY. St. Martin was occupied by the French freebooters, and by the Spaniards between 1640 and 1648, in which year it was divided between the French and the Dutch. Regarding the origin of its joint ownership, the story is told that a Dutchman and a Frenchman visited it simultaneously and started to walk round it from a certain point on the coast, agreeing to divide the island between them by a line drawn from the point whence they started to that at which they met. The astute Dutchman was a slower walker than the Frenchman, but he started off towards the more valuable end of the island—that in which salt ponds are situated. Thus, while the larger portion fell to France, Holland secured the

richer part of St. Martin. The island is quite off the 'beaten track' and is rarely visited by steamers, access to it being gained by schooners and sloops which do not, as a rule, commend themselves to tourists.

ST. EUSTATIUS

Rodney's 'Golden Rock'

ST. EUSTATIUS, or Statia, a dependency of Curaçao, lies to the north-west of St. Kitts. It consists of two volcanic cones with an intervening valley, and its total area is only 9 square miles. Its town is Orange Town, and it has two forts. Yams and cotton are the principal crops. The language is English, only the employers speaking Dutch. At the landing-place in a small cove the remains of many warehouses testify to the former importance of the islet.

HISTORY. St. Eustatius was first colonised by the English and French in 1625, and was taken by the Dutch West India Company in 1632. After changing hands many times it has remained in the possession of the Dutch since 1816. In 1780 the population was 2,500, and the island was so wealthy that it was known as the 'Golden Rock'. It was the chief mart of the West Indies, and sometimes no fewer than 700 vessels lay at anchor off its shores. At this period a row of large warehouses, the ruins of which are still to be seen, was erected along the shore. During the early part of the American War Holland remained neutral, and being a free port, St. Eustatius enjoyed a brisk trade with America. In 1781 England declared war against Holland, and Rodney seized the island on February 3rd in that year before the inhabitants were aware of the rupture of peace. He ordered that the Dutch flag should remain flying for some time from the batteries, and by this means succeeded in capturing a large number of vessels which fell into the trap. Many stores were captured with merchandise which realised no less than £3,000,000. Later in the year the island was recaptured by the Marquis de Bouillé; but it never regained its prosperity, and by 1818 the population had fallen to a low level.

SABA

The old Volcanic Cone

SABA, to the north-west of St. Eustatius, has an area of 5 square miles and a population of about 1,200. It was first occupied by the Dutch in 1632.

Little more than a rock rising sheer out of the sea and very inaccessible, Saba was the last stronghold of the buccaneers. It has three small villages, the Bottom, where the Administrator resides, 900 feet above the sea, Windward Side, 1,200 feet, and St. John's, 1,900 feet above sea-level. The men of the island are almost without exception sailors. They are also great boat-builders. The boats are built in the high lands and slid into the sea when they are ready for launching. Next to boat-building the chief industry is potato cultivation. The women make beautiful lace-work. The landing place consists of a small rocky spot some few yards only in extent. Access from it to the lower town is gained by a path cut out of the side of the hill in irregular steps, up which ponies take the traveller in perfect safety. On the leeward side of the island there is another landing-place from which the lower town is reached by a staircase cut in the rock and called 'The Ladder'.

The inhabitants have fair complexions and rosy cheeks, showing that they have not intermarried to any extent with the blacks. English is spoken, though Dutch is taught in the schools.

CHAPTER XIV

CUBA AND THE ISLE OF PINES

The Pearl of the Antilles

CUBA, the largest of the West Indian Islands, lies between latitude 19° and 23° N. and longitude 74° and 85° W., 50 miles to the west of Haiti, from which it is separated by the Windward Passage. It has a total area of 44,178 square miles, and a population of over 5,000,000. Its northern seaboard is on the Gulf of Mexico and the Atlantic Ocean, and its southern coast is washed by the Caribbean Sea. The eastern end of the island is mountainous; the centre consists of gently sloping plains, which, being high above the sea, are well drained and densely cultivated with sugar-cane. The western end is less mountainous than the eastern part. The rock-bound coasts have numerous indentations, many of which form admirable harbours.

The general outline of the island has been likened to that of a bird's tongue; but Mr. Robert T. Hill, of the American Geological Survey, compared it more appropriately to a hammer-headed shark, the head forming the straight south coast of the east end of the island, from which the sinuous body extends westward. This analogy is made more striking by the two long strings of cays, or islets, which extend backwards along the opposite coast, parallel with the main body of the island. Prominent among the islands off the coast, which number no fewer than 1,300, is the Isle of Pines, a dependency of Cuba (*see* page 360). The rivers are numerous, but none is of any consequence, except perhaps the Cauto in Oriente, which is navigable by small vessels for 75 miles. Cuba has six provinces: Pinar del Rio, Havana, Matanzas, Las Villas, Camagüey, and Oriente. The island is also popularly divided into the Vuelta Abajo (lower turn), west of Havana; the Vuelta Arriba (upper turn), east of Havana to Cienfuegos; las

Cinco Villas between Cienfuegos and Sancti Spiritus, and the Tierra Adentro between Cienfuegos and Bayamo.

INDUSTRIES. Industrially Cuba and sugar are synonymous terms. By reason of its outstanding production, the island exercises a profound influence on the international sugar trade. Cuban sugar enjoys a preference in the United States market. Sugar and its by-products form nearly 90 per cent. in value of all exports. Cuba now produces over five million tons of sugar annually. Sugar-cane is grown by the large, central milling organisations, as well as by farmers. Tobacco comes next in importance, leaf and manufactured tobacco representing just over 5 per cent. in value of the total export trade. The island also produces pineapples, cacao, coffee, citrus, bananas, and other miscellaneous fruits and food crops, including rice. Of the fruits, pineapples—both fresh and canned—are the most important from an export point of view. There has been extensive development of livestock industries in recent years, and the island is now reasonably self-sufficient in both meat and dairy products. There is large-scale production of butter, cheese, and canned milk.

Other resources include hides, fibres, forest products, and minerals—iron ore, manganese, copper, chromium, and nickel. In addition, a wide variety of articles for domestic use is manufactured.

CLIMATE. Cuba, being only just within the tropics, is not so hot as most other West Indian islands. The mean annual temperature at Havana is only 77° Fahr., but inland and on the south coast it is greater. The rainy season is from May to October, and the mean annual rainfall is 52 inches. In the Sierra Maestra mountains the thermometer sometimes falls almost to freezing-point.

HISTORY. Cuba was discovered by Columbus during his first voyage, on October 28th, 1492. He called it Juana, after Princess Juana, daughter of his patrons, Ferdinand and Isabella; but after Ferdinand's death it was renamed Fernandina. It was subsequently called Santiago, in honour of the patron saint of Spain, and, later, Ave Maria, before it reverted to its native name, Cuba. In 1500 Diego Velasquez formed several settlements, including that of Havana, which was established on its present site in 1519. Slaves began to be introduced as early as 1523, and the cultivation of tobacco and sugar was successfully started.

Havana was frequently attacked by pirates and buccaneers, and in 1762 it was captured by the English under Lord Albemarle and Admiral Sir George Pocock. In the following year the island was restored to Spain in exchange for the Floridas by the Treaty of

Paris. The most brilliant period of Cuba's existence opened in 1790 with the Governorship of Las Casas.

In 1848 the American President Polk suggested the transfer of the island to the United States for \$1,000,000, and in the latter part of the nineteenth century constant efforts were made by the Cubans to shake off the tyrannical rule of Spain. In 1895 a revolution broke out under Gomez, Maceo, Marti, Garcia, and others. The Spaniards, in their endeavour to suppress it, adopted drastic measures, including the erection of block-houses and barbed-wire entanglements, and the concentration of non-combatants in camps, which led to much suffering, but without avail. The American people showed their sympathy with the 'reconcentrados' by gifts of food, etc.; but no official action was taken by the United States until their battleship *Maine* was blown up—by a Spanish mine it was alleged—in Havana Harbour in February 1898. Then, yielding to pressure of public opinion, they intervened. On April 20th the withdrawal of the Spanish troops was demanded. Hostilities resulted, and on July 3rd a Spanish fleet under Admiral Cervera was destroyed ship by ship as it left Santiago Harbour, the entrance of which Lieutenant Hobson, an American, had gallantly endeavoured to block by sinking the *Merrimac* in the fairway, and on July 15th the city capitulated. By the Treaty of Paris which followed the war, Cuba was surrendered to the United States in trust for the Cuban people. After a period of military rule, the Cuban Republic was established.

CONSTITUTION. Cuba is an independent republic. The President is elected for four years by an electoral college and normally is not eligible for a consecutive re-election. The Congress consists of two Houses, a Senate comprising nine members from each of the six provinces chosen by a provincial electoral board, and a House of Representatives whose members are elected by the people for four years, half retiring every two years. There is one representative for, approximately, every 35,000 inhabitants. The principal executive body is the Cabinet, composed of the Prime Minister together with the Secretaries of the various departments of the Administration, all appointed by the President. There is also a Governor and Provincial Council for each province.

HOTELS. In a city the size of **Havana** there is a large number of hotels at varying rates, depending on the accommodation offered. In addition, all the important towns have good hotel facilities. Full information can be obtained from the Cuban Tourist Commission, Box 1609, Havana, which also provides a tourist protection service. Information bureaux are maintained in all the leading hotels. The monetary unit is the peso, which is the equivalent of one U.S.

dollar. Both Spanish and English are spoken. There are numerous clubs and amusement places.

SPORTS. **Bathing** and **Dancing** are usually the principal amusements of visitors to Cuba. The favourite game of the Cubans is 'Jai-alai', the Spanish pelota, which is very exciting. **Golf** is played at the Havana Country Club and elsewhere, and several **Race Meetings** are held between December and April.

COMMUNICATIONS. Cuban ports, the chief of which are Havana and Santiago de Cuba, are served by numerous steamship lines from every part of the world. At Havana, landing is effected from some steamers at the docks and from others by tender. At other ports, shore boats are sometimes used, but there are generally wharf facilities. Special cruise ships make frequent calls during the tourist season. In addition to ship communication, there is a regular ferry transport service from Key West, Florida, by the Havana Car Ferry Company. There are also harbour ferry services connecting Havana with other points.

Cuba is well supplied with airlines and airfields. Pan-American, Braniff, and other U.S. lines operate services; European airways include British Overseas, Royal Dutch (K.L.M.), and Air France. Travel agencies abroad and the Tourist Commission mentioned above are in a position to answer all inquiries relating to travelling facilities and opportunities.

Internal transportation, except in remote rural areas, is efficiently provided by rail and bus services. **Motor-cars** are plentiful and fares are fixed by the municipalities. Passengers are advised to request the driver to show the official printed schedule of charges. The main central highway is some 700 miles in length, and traverses practically the whole island from Pinar del Rio to Santiago de Cuba. The first **Railway** in Cuba was the line from Havana to Güines, which was opened as far back as 1837, and forms part of the system of the United Railways of Havana and Regla Warehouses, Limited. The island is now covered with a network of lines approximately 5,000 miles in length, supplemented by an extensive system operated by the sugar mills, mostly for transport of cane to the central factories and sugar to the shipping ports.

SIGHTS. **Havana** (population 900,000), capital and chief city of Cuba, the San Cristobal de la Habana of the Spaniards, stands on the shores of a magnificent land-locked harbour towards the eastern end of the north coast of the island. It is 90 miles from Key West, the southernmost of a chain of coral islands or cays, linked together and with Florida by bridges

and causeways over which the railway runs. The settlement was first established by the Adelantado Don Diego Velasquez on July 25th, 1515, on the south coast near the mouth of the Güines or Mayabeque River. From there it was transferred to a spot on the north coast which, on account of its exposed position and consequent liability to attack by pirates, was in turn abandoned in favour of the present site in 1519. By its founder it was proudly named Llave del Nuevo Mundo y Baluarte de las Indias Occidentales ('Key of the New World and the Bulwark of the West Indies').

The approach to Havana from the sea has been praised by many writers. Beyond the surf-beaten coast the first conspicuous objects to strike the eye are the historic **Morro Castle**, whose venerable fortifications command the narrow bottlenecked entrance to the harbour, and its tall lighthouse, erected in 1844 by Governor-General O'Donnell, whose name is inscribed upon it. The name Morro, which is also given to similarly placed fortresses at Santiago, and at San Juan, Puerto Rico, is the Spanish 'promontory'.

The Morro, erected between 1589 and 1597, is partly hewn out of the rock and partly constructed of solid blocks of rock, and this gives it an irregular appearance. It is reached by an inclined road, the moat, about 70 feet deep, being crossed by a drawbridge. The castle was captured by the English under Lord Albemarle and Admiral Sir George Pocock in 1762, and a battery to the east of it perpetuates the memory of the gallant Don Luis de Velasco, who preferred to die fighting rather than be taken prisoner. The first landing was effected on June 7th to the east of the harbour, and the Morro was closely invested by land and sea, the Spanish fleet of twenty vessels remaining in the harbour just as Admiral Cervera's ships were to do one hundred and thirty-six years later at Santiago. The English, having made a breach in the walls of the Morro, mounted it, and then, to quote the *Annual Register* of 1802:

They entered the fort, and formed themselves with so much celerity, and with such spirited coolness of resolution, that the enemy, who were drawn up to receive them, and who might have

[illegible]

made the assault an affair of great bloodshed, astonished at their countenance, fled on all hands. About four hundred were slaughtered on the spot, or ran to the water, where they perished. Four hundred more threw down their arms, and obtained quarter. The second in command, the Marquis de Gonsales [*sic*], fell whilst he was making brave but ineffectual efforts to animate and rally his people. Don Lewis [*sic*] de Velasco, the Governor, who had hitherto defended the fort with such obstinate bravery, seemed resolved in this extremity to share the same fate with it. He collected a hundred men in an intrenchment he had made round his colours. But seeing that all his companies were fled from him, or slaughtered about him, disdaining to retire or call for quarter, he received a mortal wound, and fell, offering his sword to his conquerors. The English wept with pity and admiration.

In the old plan of the siege reproduced on page 346, from the *Gentleman's Magazine* for October 1762, the Spanish fleet is seen lying in the harbour, the mouth of which is protected by a chain boom.

The steamer passes under the walls of the Morro by a narrow channel about 1,000 feet wide. On the right is **La Punta**, another fort, and beyond it the city of Havana. Round the seaward side of the city is the magnificent driveway on a sea-wall, called the **Malecon**, with its gardens and handsome bandstand. A small part of the sea-wall and drive was constructed by the Americans during their period of occupation after the Spanish-American War.

Beyond the Morro on the left are the heights, bristling with fortifications and barracks, known as the **Cabañas**, the erection of which was begun in 1763, the year after the capture of the Morro by the English, and completed in 1774. The fortress is entered by a massive gateway approached by a drawbridge. The chief point of interest is the **Laurel Ditch**, where many Cubans were shot by the Spanish soldiers during the revolution. For a distance of 85 feet along the wall the marks of bullets can be distinctly seen. A bronze tablet commemorates this sacrifice of life. From the ramparts a superb view of Havana can be obtained. On the parapet is a marble column erected in honour of the repulse of the expedition of Lopez, a Venezuelan by birth, and the American Colonel Crittenden in

1851. That unfortunate officer, a West Point graduate from Kentucky, was persuaded by Lopez to join an expedition to free Cuba from the Spanish yoke. They landed about 35 miles from Havana, and were defeated. Crittenden and fifty of his men were captured and confined in the fort of *Atares* across the harbour, and were eventually placed in a row and shot. Lopez was publicly garrotted at the foot of the Prado.

A steam of just under a mile past the Morro and the Cabañas takes one into the spacious harbour, the extreme length of which is about 3 miles and the maximum breadth $1\frac{1}{2}$ miles.

It was in this harbour that the Spanish treasure fleets, known as the Galleons and the Flota, used to collect before their departure for Europe, and it was in it, too, that the United States cruiser *Maine* (Captain Sigsbee) was blown up at 9.40 p.m. on February 15th, 1898, an event which was the immediate cause of the outbreak of war between the United States and Spain. Two hundred and seventy men and two officers were killed, and it was claimed that the disaster was due to the explosion of a mine by the Spaniards. Whether this was really the case or not has been the subject of much discussion; but the cry 'Remember the *Maine*!' proved irresistible.

For years after the war the wreck lay where she sank with the Stars and Stripes flying at half-mast over her, but in 1912 the *Maine* was raised, towed out to sea and sunk. J. L. Fahy, an American sailor, gave the following account of the ceremony in a letter to a comrade:

Shortly after one o'clock the United States navy tug *Osceola* made fast to the *Maine* and, with the assistance of two other tugs, started to tow the remains of that ill-fated vessel to her final resting place. As they approached the entrance of the harbour the *North Carolina* got under way, followed by this vessel [*Birmingham*], and that was the start of the strangest funeral procession ever witnessed, for every vessel in the harbour, no matter of what description, fell into line. As the *Maine* passed Morro, a salute of twenty-one guns was fired, and during all this time they had a band playing a 'Dead March'. Slowly she was towed to sea, and at about five o'clock the three blasts from the whistle of the *North Carolina* informed us

that the proper position outside the three-mile limit had been reached. It was then the men became eager and all eyes were centred on the decks of the *Maine*, and we could see the men on board, about half a dozen of them, moving about. Then they commenced to open up the sluices and sea-cocks, and after this was done, and they had gone over the side into a boat and then to a tug, and the lines from the tugs had been cast off, it was piteous to watch her drift and stagger about as the sea and current directed, unable to help herself, she who had once been the pride of our navy, now a poor helpless wreck. Like a poor doomed wretch about to be executed and who had lost his sight, she drifted about, rolling a little, and it seemed for a long time that she was not filling up at all, but after a time it became perceptible; and she then seemed to go down little by little until she commenced to take the seas over her deck, and then she filled rapidly and finally went out of sight in one last long plunge. Believe me, I never want to see anything like it again.

The Customs department, which used to have its headquarters in an old church, is now in modern offices on San Francisco Pier.

The handsome **Railway Station** of the United Railways of Havana and Regla Warehouses, Limited, is near the south of the town where the arsenal once stood. A short drive from the wharf takes one to the **Parque Fraternidad**, formerly Colon Park, comprising the small La India Park and the old Campo de Marte, or parade ground, the first of a series of parks and avenues crossing Havana from south to north. In the park is the **Fraternity Tree** (a Ceiba or silk-cotton tree), planted in soil from twenty-one American republics to commemorate the Pan-American Conference in 1928. Parks and avenues follow closely the direction of the old walls, the position of which is shown on the old plan on page 346, and the terms 'intramural' and 'extramural' are still used to define the position of buildings. La India Park took its name from a charming statue of an Indian maiden emblematic of Havana, the gift of Count de Villanueva, the former owner of the property. From Parque Fraternidad the Prado, or **Paseo de Martí**, a leafy boulevard of laurel trees, extends to the Malecon or sea-wall. In the Central Park is a statue of José Martí

(1853-95), one of the prime movers in the revolution of 1895, by the Cuban sculptor, Villalta de Saavedra.

Facing Central Park are the handsome **Capitol** with a stately white dome, the Teatro Nacional, which can accommodate an audience of 3,000, and the Centro Asturiano Club-house.

The ancient city walls were begun in 1671 and completed in 1702, but after the successful attack by the English in 1762 the fortifications were greatly strengthened. The Abbé Raynal states in his history that between 1763 and 1777 £933,916 4s. 11½d. was spent on them. The walls were demolished between 1863 and 1880, and only fragments remain at the head of Teniente Street and behind the Church of the Angel.

From Central Park, **Pi-y-Margall**, or **Obispo** (Bishop), and **O'Reilly** streets run parallel in a north-easterly direction to the old Presidents' Palace in the Plaza de Armas, a substantial building erected in 1834. These two streets, which are narrow and very picturesque with their tinted awnings and quaint signs, are the chief shopping centre of Havana. O'Reilly Street owes its name to the Spanish General who entered the city by it while the English left by Obispo Street when Havana was restored to Spain in 1763.

The **Plaza de Armas** is a centre of interest; to the north of it is **La Fuerza**, said to be the oldest fortress in the New World. It was erected by Hernando de Soto in 1519. The story goes that when that worthy set sail to conquer Florida he left his wife, Dona Isabella, behind. Here for four years she anxiously awaited the return of her husband, and here, when she heard of the failure of the expedition, she died broken-hearted. On the tower is the **Habaña**, a figure emblematic of the city.

On the west side of the Plaza is the **Ayuntamiento**, or City Hall, in Spanish times the residence of the Captain-General. On the east side is **El Templete**, a small temple which was erected in 1828 and dedicated on March 9th in that year to mark the spot—originally identified by a huge silk-cotton tree—where the first Council met and the first Mass was celebrated when the city was established in 1519. Here the reputed remains of Columbus were said to have first rested when they were transferred to Havana from Santo Domingo in 1795 (*see page*



368). Arrete records that in 1755 the silk-cotton tree was still living. In 1747 Captain-General F. Cagigar erected an obelisk of stone as a permanent memorial. A bronze tablet in the enclosure is inscribed:

During the reign of his Majesty Don Fernando VII, under the Presidency and Governorship of Don Francisco Dionisio Vives, the most faithful, religious, and pacific Havana erected this simple monument, consecrating the place where, in the year 1519, was

celebrated the first Mass and Holy Office, the Bishop Don Juan José Díaz de Espada solemnising the Divine Sacrifice of the Mass on the 9th day of March, 1828.

In the court there is a bust of Columbus which was studied by the American painter, John Vanderlyn, for his painting of the landing of Columbus, in the rotunda of the Capitol at Washington.

The temple contains three commemorative paintings by Escobar of the installation of the first Council at Santiago, the celebration of Mass, and the inauguration of the monument. The building used only to be open on November 16th, the official 'birthday' of Havana, but the public is now admitted daily.

At the north-west corner of the Plaza is the **Supreme Court of Justice**, formerly the Senate House, and at one time the residence of the Archbishop.

The building at the seaward end of the Prado, formerly the **Carcel** or jail, was erected in 1859 by convict labour. Just beyond it is the **Students' Memorial**, a simple piece of the wall of the old Commissary Building. A tablet let into it records that on November 27th, 1871, eight young Cuban students were sacrificed on this spot by the Spanish volunteers. A more elaborate memorial stands in **Colon Cemetery** to the west of the city.

During the ten years' war for freedom from 1868 to 1878, there was great animosity between the Spaniards and Cubans. Children born to Spanish parents in the island were considered Cubans, and many families were consequently divided among themselves. In 1871 a certain Gonzalo Castañón, in an ultra-Spanish paper which he edited called *The Voice of Cuba*, made an attack on Cuban women, and was accordingly challenged by a patriot to fight a duel at Key West. The challenge having been accepted, the fight took place and the Spaniard was killed. His body was brought to Havana and buried with much ceremony in one of the niches in the cemetery behind San Lazaro hospital. Some little time later, a party of students from Havana University were alleged to have spoken disrespectfully of Castañón and to have desecrated his tomb. This enraged the Spanish Volunteers, who demanded vengeance. It being impossible to ascertain which of the students were guilty, an entire

class consisting of forty young men was arrested and tried by court martial. So great was the outcry that no lawyer could be found to defend their case, until a Spanish officer, whose name, Capedevilla, deserves to be remembered, offered to do so. This brave man conducted the defence with such ability that the Court could do nothing else but acquit the boys.

This made the Volunteers still more angry, and they insisted that the young men should be tried by court martial and that two-thirds of the judges should be officers of their force. The Captain-General foolishly yielded to the request, and the unfortunate boys, not one of whom was over sixteen years of age, being again put on their trial, were found guilty, the sentence being that the party should be ranged in a line and every fifth of them shot, the remaining thirty-two being condemned to be transported to Africa. The sentence was duly carried out. The lads were ranged against the Commissary building. When the Spanish sergeant ordered every fifth boy to step forward, they comported themselves like heroes, and it is said that one among them, making a rapid calculation and finding that his younger brother was the fifth and would consequently die, took his place. One prominent Havana merchant, seeing that his son was to be shot, fell on his knees and offered to pay as his ransom his weight in gold, but to no avail. The eight boys were then made to kneel before the part of the wall where the memorial tablet now is and were brutally murdered—for it was nothing else—by the Spanish Volunteers. When the news of this massacre reached Spain, the Cortes ordered an investigation to be made, and after the inquiry the students were pronounced to be guiltless, those sentenced to transportation being 'pardoned'. Many years afterwards, a son of Castañon visited the cemetery, and after examining the tomb in the presence of a Notary-Public, made a declaration that it had never been disturbed.

The monument, which was executed by the Cuban sculptor Saavedra, and erected by public subscription, consists of an elaborately carved pedestal supporting a draped shaft. At the base are figures symbolical of Justice, with scales ill-balanced and broken sword, and History, upon whose scroll is inscribed the word VERDAD, Truth. Emerging from an open door is the winged figure of Innocence, bearing a tablet inscribed IMMUNIS, Guiltless.

The Cathedral, dedicated to the Virgin of the Immaculate Conception, is near the junction of Empedrado and San

Ignacio Streets. It was built in 1704 by the Jesuits, with twin towers and massive walls. When Santo Domingo was ceded to France, remains, believed to be those of Columbus, were removed to the Cathedral with great ceremony, and here they remained until after the Spanish-American War, when, in 1899, they were transferred to Seville. It is now generally believed that the remains were not those of the discoverer, but of a member of his family (*see* page 368). Other churches of note are Santo Domingo (begun in 1578), Santa Catalina (1700), and La Merced (1744), which has several oil-paintings of merit.

On the **Malecon** are monuments to General Antonio Maceo, a hero of the Spanish-American War, and to 266 American sailors who lost their lives in the *Maine* (*see* page 343).

Permission to visit one of the numerous **Tobacco Factories** can be obtained. Here, while the employees manufacture the cigars for which Havana is famous, another lightens the monotony of their labours by reading aloud to them some popular book or newspaper.

The **Chinese Section** of the city is of interest to those who have visited neither the East nor 'Chinatown' in New York.

No visitor should fail to take the opportunity of watching the national ball game, '**Jai-alai**', the Spanish pelota, which is played in a special court, called a Fronton.

Marianao Beach, on the Gulf of Mexico (10 miles west of Havana), is a popular resort for surf bathing. The train runs through some attractive suburbs, including Puentes Grandes, Buena Vista, and Marianao town (population 10,000; 10 miles). A more pleasant route is by motor-car through the beautiful suburbs of Velado and Almendares. Between Almendares and Marianao is the Parque Japones, which well repays a visit. The Casino has an excellent restaurant and is well equipped for gambling. Evening dress is not *de rigueur*, but sports clothes are banned. Close by Marianao is the fine Oriental Park race-track where races are held from December to April. Near the beach is the palatial **Havana Country Club** with an 18-hole golf course. The headquarters of the **Havana Yacht Club** are at the Beach.

An excursion train leaves Havana daily on the Havana

Central Railroad for the **Providencia Sugar Factory** (36 miles), which can be inspected (a description of sugar manufacture is given on page 443). A trip to **Guanajay** by trolley-car (31 miles), through country devoted to tobacco and pineapple cultivation, is also recommended.

The expedition to **Matanzas** (58 miles by train) and back can be made in a day, personally conducted tours being arranged during the tourist season by the United Railways of Havana. The special fare covers first-class fare, carriage to the **Hotel Paris**, luncheon, drive to the **Hermitage of Montseriate**, the **Yumuri Valley**, and admission to the Bellamar Caves. The route lies through extensive sugar-cane fields, the section between Jaruco and Agucate being one of the most productive in Cuba. At Agucate is the **Rosario Central Factory**. Between Empalme (whence a branch runs through hilly country to **Madrugá**), three hours from Havana, a typical Cuban village famous for its sulphur and iron springs, and Ceiba Mocha, is a deep cutting lined with maidenhair fern and tropical foliage of great beauty. After passing the village of Ceiba Mocha (left) and extensive orange groves (right), the trains run through the valley of the San Juan River, the Pan of Matanzas (1,000 feet) being the most prominent feature of the scenery. **Matanzas** (population 70,000) is on the south and east sides of a spacious harbour. Its streets are well laid out and it has several handsome plazas planted with trees and flowers. A feature of the town is a leafy boulevard known as the Paseo.

The valley of the **Yumuri**, praised by Humboldt, is best seen from the Hermitage of Montserrat or from the opposite hill, reached through a residential quarter known as Versailles. The Yumuri Valley is a natural amphitheatre 5 or 6 miles wide with precipitous sides except towards the sea, where the river finds outlet between the walls of a cañon. It was the scene of a massacre of the Arawaks in 1511. Hence the names Matanzas (slaughtering) and Yumuri, said to be a corruption of 'Io mori', I die, the cry of the victims.

Far down below our very feet lay the lovely valley of the Yumuri, with its grounds now broken into sharp peaks, now gently undulating; its cane-fields with their pea-green verdure, and the dark green

of the tall palms scattered irregularly over them; its golden orange-groves, and luxuriant plantains, with broad waving leaves; its cocoas, its almonds, and its coffee, with here and there a gigantic Ceyba spreading out its massive arms high in air.—*Notes on Cuba.*

The caves of **Bellamar**, on a plateau about 2 miles beyond Matanzas, are entered by a broad stairway cut from the rock in a small house. They are lined with stalactites and stalagmites, illuminated by electricity. The largest hall is the Gothic Temple, 250 feet long by 80. The caves were accidentally discovered in 1861 by a workman quarrying limestone. His crowbar, inserted in a crevice to dislodge a rock, slipped from his hands and disappeared.

Interesting expeditions from Matanzas include trips on the **San Juan** and **Canimar** Rivers, the latter winding between steep cliffs for about 8 miles before entering almost impenetrable tropical jungle. The town has several bathing establishments, and its water, known as Copey, is recommended for digestive disorders.

Visitors should not fail to visit the famed **Vuelta Abajo** (lower turn) district at the western end of the province of **Pinar del Rio**, reached by the Western Railway of Havana, or by motor-car along the **Carretera Central**. The railway passes Rancho Boyeros and Santiago de las Vegas, where much citrus fruit is cultivated. At Güira (18 miles), tobacco cultivation begins. The variety grown here is known as 'partido', valuable for its 'wrapper' qualities.

Artemisa is the junction for Guanajay (9 miles), whence Havana can be reached by bus service. Besides being in an important tobacco-growing district, Artemisa is the chief pineapple producing centre.

Paso Real (84 miles from Havana) is the station for San Diego de los Baños, in the hills 14 miles north, famed for its sulphur baths.

Pinar del Rio (111 miles from Havana), chief town of the Vuelta Abajo district, has several good hotels. It is the western starting-point of the great **Carretera Central**, or Central Highway, extending eastward 700 miles to Santiago in the Province of Oriente.

Cardenas, 109 miles east of Havana, is an important city on the north coast, much sugar being shipped from it. A few miles north is **Varadero**, which has one of the finest beaches in Cuba. It is reached by steamboat across the bay or by motor-car or coach over the highway.

Cienfuegos, 192 miles from Havana, on the shore of the Caribbean Sea, is a modern city (population 95,000) with picturesque plazas. Its magnificent bay, 11 miles long by 3 to 5 wide, is one of the finest natural harbours in this part of the world. The city has several delightful suburbs, including Punta Gorda, Cayo Carenas, and Castillo de Jagua. The last has an old castle built in the time of Philip V of Spain to protect the harbour from pirates. The Damuji River, which flows into the bay at the north, has fine scenery which can be seen by taking the steamer to Rodas.

Eastern Cuba can be visited by trains of the Cuba Railroad Company. Two trains leave Havana for Santiago daily, one in the early morning and the other at night. In the provinces of Santa Clara, Camagüey, and Santiago the road runs through rolling plains and mountainous regions. **Santa Clara** (population 120,000; 177 miles) is a town of importance. **Camagüey** (population 155,000; 340 miles from Havana) has numerous mediæval buildings. The climate of the city, which lies on a plain 550 feet above sea-level, is particularly good. Among the attractions are the weather-worn churches, the most interesting being La Merced and La Soledad. The former was built about the year 1628 by missionaries of Our Lady of Mercy. Its high altar of silver was fashioned from 40,000 Spanish dollars. La Soledad was a hermitage in 1697. The present building, begun in 1758, has frescoes dating from about 1852. The picturesque Hotel Camagüey occupies the old Spanish military barracks.

Santiago de Cuba (population 120,000; 538 miles from Havana), on the shores of the Caribbean Sea, nestles at the foot of lofty mountains. This ancient town is at the eastern end of the **Carretera Central**. Its spacious harbour, like that of Havana, is almost land-locked, and also has a **Morro Castle** of great antiquity on the promontory protecting it.

Overlooking the bay, in front of the Town Hall, on the Avenida de Loraine (formerly de Michaelson), is a pink marble pylon with a bronze bust of Commander, afterwards Rear-Admiral Sir Lambton Loraine (born November 17th, 1828, died May 17th, 1917), who, while in command of H.M.S. *Niobe* in November 1873, saved over one hundred members of the crew of the U.S.S. *Virginus*, who had been captured by the Spanish ship *Tornado* and sentenced to death.

The bust was cast from a plaster model executed by Señora Lucia Victoria Bacardi de Grau, daughter of a Cuban patriot and famous rum manufacturer. It was unveiled in 1922 by Mrs. Godfrey Haggard, wife of the British Chargé d'Affaires in Havana. The front of the memorial bears the following dedication, in Spanish:

To the illustrious memory of the English admiral, Sir Lambton Loraine, Commander of the Frigate of War *Niobe* in 1873. A tribute of gratitude and justice rendered by the Cuban Nation, February 24th, 1922.

On the reverse is the message Sir Lambton Loraine sent to General Burriel, Governor of Santiago, who suspended the execution of the crew of the *Virginus*:

I have no instructions from my Government, because they are unaware of what is happening; but I assume the responsibility and am convinced that my conduct will receive the approval of Her Majesty, inasmuch as my action is on behalf of Humanity and Civilisation, and I require you to immediately suspend the filthy butchery now going on. I do not think it will be necessary for me to say what my procedure will be should my demands not receive attention.—LAMBTON LORAIN, November 8th, 1873.

Santiago is a picturesque town of irregular streets of brightly coloured red-tiled houses, plazas, and trees. The best shops are in Marina Street—extending from the Plaza to the bay—and San Tomas Street. Along the bay is the Alameda, a popular drive-way.

A favourite expedition from Santiago is to the battlefields of San Juan and El Caney (4 miles), now a public park. On

San Juan Hill a simple column, surmounted by a shell, is inscribed:

IN MEMORY OF
THE OFFICERS AND MEN OF THE UNITED STATES ARMY,
WHO WERE KILLED IN THE ASSAULT AND CAPTURE
OF THIS RIDGE, JULY 1ST, 1898,
AND THE SIEGE OF SANTIAGO, JULY 1ST TO JULY 16TH, 1898.
WAR BETWEEN SPAIN AND THE UNITED STATES

Near by is **Surrender Tree**, a silk-cotton tree under which General Toral surrendered Santiago to General Shafter on July 17th, 1898.

Cobre (9 miles from Santiago), whose name is due to the copper mines in the neighbourhood, is worth visiting for its famous shrine of Nuestra Señora de la Caridad del Cobre (Our Lady of Charity of Cobre). Here, as at Boulogne in France, a miraculous image of the Virgin, found floating at sea, is enshrined.

About 40 miles east of Santiago is the American naval station of **Guantanamo**. Here the English under Admiral Vernon and General Wentworth landed in 1741 to attack Santiago. They called the harbour **Cumberland Bay**. Guantanamo is a shipping centre of consequence. The harbour, 10 miles long by 4 wide in places, has an outer and an inner basin, the latter approached by an extremely narrow entrance. Guantanamo has two admirable shipping ports in **Boqueron** and **Caimanera**.

North of Santiago is the port of **Antilla** (520 miles from Havana) on **Nipe Bay**, reached by a branch line from Alto Cedro. Several shipping companies include this town in their ports of call, and there is usually time between the arrival and departure of steamers to visit **Preston**, the sugar factory of the United Fruit Company. The wooded hill beyond Antilla, with a fine view of the town and bay and the Mayari Mountains, will in time become a city park.

A trip to **Batabano**, on the south coast (36 miles from Havana), and return can easily be made in an afternoon. It is the base of a sponge fishery, and the port of departure of the steamer for the Isle of Pines.

THE ISLE OF PINES

THE **Isle of Pines**, a dependency of Cuba, with an area of 840 square miles and a population of about 11,000, of whom 2,000 are Americans, can be reached either from Batabano or Santiago. Steamers of the Isle of Pines Steamship Company leave Batabano overnight and arrive at Nueva Gerona the following morning.

Nueva Gerona, the capital, on the Rio Casas, is almost surrounded by mountains, the Sierra de las Casas and the Sierra de Caballas. The island has become an American settlement, and at **Sante Fé** and **Los Indios** many prosperous citrus and pineapple plantations can be seen. Other progressive centres are **Santa Barbara** and **West McKinley**.

In the northern half of the island there are many groves of oranges, grapefruit, limes, and pineapples, which grow to perfection in this climate.

The Isle of Pines is dotted with the bungalows of American settlers. In the winter the American colony is swelled by many visitors from the United States, who amuse themselves by bathing off the delightful beaches of Nueva Gerona and Bibijagua, by motoring over the excellent roads, and by boating on the Casas River.

At one time it was believed that the buccaneers worked gold mines in the island, and in 1834 a French geologist thought that he had found payable gold in Mount Caballos, which was honey-combed with caves. He died of yellow fever, but in 1844 Captain-General O'Donnell, Governor of Cuba, formed a company to exploit the claim. Nothing, however, came of the efforts of these pioneers to get rich quick.

CHAPTER XV

HAITI AND THE DOMINICAN REPUBLIC

Two West Indian Republics

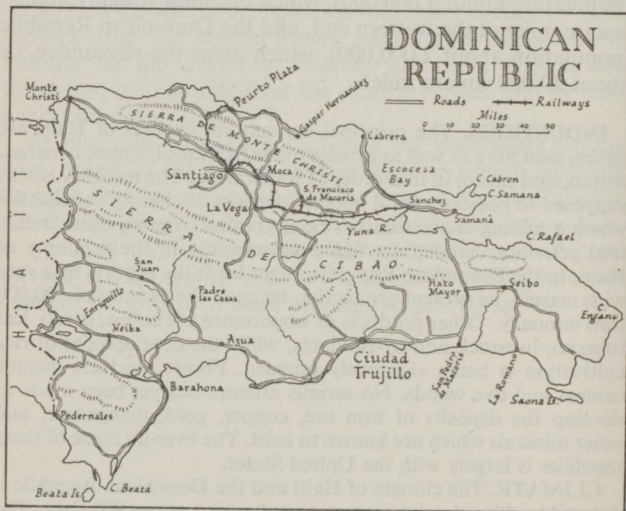
HAITI, or Hispaniola, one of the Greater Antilles, is the largest island in the West Indies after Cuba. It lies between Cuba and Puerto Rico, and is separated from the former by the Windward Passage, the width of which from Mole St. Nicholas in Haiti to Cape May in Cuba is 130 miles, and from the latter by the Mona Passage, 70 miles.

The shape of the island resembles that of a turtle, its great eastern projection forming the head, and its two western peninsulas the hind limbs.

Hispaniola is shared by two independent Republics, Haiti (population about 3,000,000), which occupies roughly 10,000 square miles at the western end, and the Dominican Republic (population about 2,000,000), which owns the remainder, or about 20,000 square miles.

INDUSTRIES. The principal agricultural exports of Haiti are coffee, sisal fibre as well as articles made from sisal, sugar, bananas, cotton, and cacao, in that order of importance. The territory is also supposed to possess several mineral deposits, including bauxite, for which a mining concession has been granted. Among other industrial activities, handicrafts figure prominently in the economy of Haiti. In the Dominican Republic, sugar leads the exports by a very wide margin, its present production being in the vicinity of 500,000 tons annually. Other products of importance are coffee, cacao, leaf tobacco, livestock and by-products, while the development of rice cultivation is being vigorously pursued. Forest products include cabinet and dye woods. No serious attempt has yet been made to develop the deposits of iron ore, copper, gold, manganese, and other minerals which are known to exist. The over-all trade of these republics is largely with the United States.

CLIMATE. The climate of Haiti and the Dominican Republic is dry and healthy, the thermometer rarely rising above 90° Fahr. The



rainy season usually begins in May and lasts, with a break in June or July, until the end of September. The commonest form of fever in the Dominican Republic is 'Paludismo', a very mild type of malaria; but visitors adopting the usual precautions against being bitten by mosquitoes should not suffer from it.

HISTORY. Columbus visited Haiti from Cuba on his first voyage, landing at the cape now called Mole St. Nicolas on December 6th, 1492. He found the island inhabited by aborigines, who called it Haiti, the 'Mountainous Country', and Quisquica, the 'Vast Country'; but he changed the names to Espagnola, or Little Spain, which became Hispaniola. Adventurers from Europe, attracted by the usual tales of gold, flocked to the island, and after thirty years the natives, whom they cruelly ill-treated, were crushed out of existence. In 1505 Negroes were first introduced, and by royal edict, in 1517, the importation of 4,000 a year was authorised. In 1630 a mixed colony of French and English, who had been driven out of St. Kitts, and had established themselves at Tortuga, where they became formidable as freebooters under the name of Buccaneers, settled in Haiti, and in 1697 the part of the island which they held was ceded by the Treaty of Ryswick to France. After 1722 the colony, which was called Saint Dominique, flourished, and it continued to prosper until the French Revolution of 1789, when the free people of colour demanded that the principles of the Revolution should be extended to them. This was opposed by the whites, and a struggle ensued.

In 1791 a decree was passed giving mulattoes French citizenship, but in the same year it was reversed, and the mulattoes fought with the blacks against the whites in a war which began with an insurrection of the slaves. In 1793 the abolition of slavery was proclaimed, and the English having invaded the island, Toussaint l'Ouverture, the leader of the blacks, helped the French, of whose army he was made Commander-in-Chief. With his assistance the English were driven out in 1798, and the French became masters of the whole island, which had been ceded to them by the Treaty of Basle three years before. Toussaint in 1801 adopted a constitutional form of government, in which he was to be President for life; but Bonaparte, then First Consul, determined to reduce the colony and restore slavery, sent out 25,000 troops under his brother-in-law, General Leclerc. The blacks retired to the mountains, but a desultory war was kept up until Leclerc cajoled the native chiefs into a suspension of hostilities, and, having invited Toussaint to an interview, treacherously seized him and sent him to France, where he died in prison in 1803. The blacks, infuriated, renewed the struggle under

General Dessalines. In 1803, on the approach of an English fleet, the French agreed to evacuate the island, and in 1804 independence was declared, and the aboriginal name of **Haiti** revived. Dessalines was made Governor for life, but later in the year he proclaimed himself Emperor. He was assassinated in 1806, and two rival chiefs, Christophe and Pétion, established themselves in the north and south respectively; while the Spaniards took the eastern portion of the island, which they called Santo Domingo. Pétion died in 1818, and, Christophe having committed suicide in 1820, General Boyer became master of the whole of the western end of the island, and in 1822, taking advantage of dissension in the Spanish part, he invaded it and captured the whole of it. The entire island was then called Haiti, but in 1843 Boyer was driven out by a revolution, and in 1844 the people in the eastern part established the Dominican Republic. From that date the two political divisions have been maintained.

CONSTITUTION. The Government of Haiti is administered by a President, elected by popular vote for a term of six years, and two Chambers: a Senate, comprising 21 members, elected for six years, and a Chamber of Deputies, consisting of 37 members, elected for four years. The President has the usual Cabinet of Secretaries to assist him. The Government of the Dominican Republic is in the hands of a National Congress, consisting of a Senate with 20 members and a House of Deputies, of which there are 47. Elections are held every five years under the supervision of electoral boards, and all inhabitants over the age of 18 can exercise the right to vote. The President of the Republic, who is elected every five years and has a Cabinet to assist him, is eligible for re-election for an indefinite period.

HOTELS. There are no large hotels in Haiti, but a number of smaller hostelrys are available, including the *Roosevelt d'Haiti* with 50 rooms. There are several cafés and restaurants, where the cooking is usually good and the prices are not exorbitant. In the Dominican Republic excellent accommodation is provided by the commodious national hotel, the *Jaragua*; there are several others in the capital. Government has also erected the *Hotel Montana* as a mountain resort, at an elevation of nearly 3,000 feet. Tourist promotion organisations exist in both republics, and there is a Haitian Information Bureau located at 30, Rockefeller Plaza, New York. These and the usual consulates and travel agencies are in a position to furnish the requisite answers to inquiries concerning travel facilities and accommodation. In addition, there is a branch of the Royal Bank of Canada in Port-au-Prince, Haiti; and in Ciudad Trujillo, the Dominican Republic, both the Royal Bank of Canada and the Bank of Nova

Scotia maintain offices. The monetary unit in Haiti is the gourde (1 gourde equals 20 cents U.S.); in Santo Domingo it is the gold peso, which has the same value as the U.S. dollar. French is the principal language in Haiti, while Spanish is spoken in the Dominican Republic, and, of course, English is also used.

COMMUNICATIONS. Haiti and the Dominican Republic can be reached by passenger steamer from European and North American ports. They are also on the important air transport routes. In this connection, the General Andrews Airport in Ciudad Trujillo is reported to be the largest and best equipped in these parts. Pan-American Airways and Royal Dutch (K.L.M.) Airlines operate services with Haiti, while these and others such as British West Indian Airways and Cia. Dominicana serve the Dominican Republic. The usual postal and telecommunication services exist in both territories. In regard to internal transport, owing to the highway road systems which have been fairly extensively developed permitting efficient bus and automobile transport services, other forms of transport such as railways do not function on any scale. In the Dominican Republic, the sugar factories operate a considerable mileage in connection with their enterprises.

SIGHTS. **Port-au-Prince** (population 195,000), the capital of Haiti, stands at the head of a vast bay, on the west side of Hispaniola, which almost divides the republic in two.

It was here that Santhonax, one of the Commissioners of the National Assembly of France, caused a guillotine to be erected.

Having at hand a Frenchman accused of being a Royalist, he thought he would try the experiment on him. An immense crowd of Haitians assembled to witness the execution; but when they saw the bright blade descend and the head roll at their feet they were horror-stricken, and, rushing on the guillotine, tore it to pieces, and no other has ever again been erected in Haiti.—Sir Spencer St. John.

A favourite expedition of Haitians is to **Kenskoff**, a three hours' drive from Pétionville (so named after Pétion who controlled the south after the death of the Emperor Dessalines), which can be reached by motor-car from Port-au-Prince in about twenty minutes. The view from above Pétionville (where there is a good restaurant) is only equalled by that of Kingston from Hardwar Gap in Jamaica.

Cap Haitien (population 30,000) on the north coast has

never recovered from the effects of an earthquake which overwhelmed it in 1842, but it repays a visit, as it is a convenient centre from which to inspect King Christophe's Palace of Sans Souci at Milot, and his citadel at La Ferrière, the two most remarkable ruins in the Antilles.

In dry weather Cap Haitien is an easy day's drive from Port-au-Prince. Three days are necessary for the whole expedition, and the charges for car-hire should be arranged beforehand. Arrangements should be made beforehand with the police authorities for the provision of guides and ponies at Milot.

The drive from Cap Haitien to Milot takes about half an hour, and the ride thence to the citadel about two hours.

In the magnificent palace of **Sans Souci**, Christophe, the Negro and former slave, styled King Henry I, held his Court, surrounded by the nobility he created with such pompous titles as Son Altesse le Prince du Limbê, le Comte de la Tasse, le Duc de Marmelade, and le Comte de Limonade. On floors of highly polished mahogany and marble stood costly furniture from Europe, and the walls were adorned with valuable paintings. Nothing now remains of this splendour except a picturesque ruin.

To reach the palace we pass between the huge columns of the gateway. There are sentry-boxes to guard the entrance, but in the boxes there stand no soldiers, and the gate itself is gone. We cross a dirty unkempt courtyard to the foot of a great stairway, and there two more empty sentry-boxes permit us to pass on unchallenged. We climb to the landing where in front of the basin of a fountain the grand staircase divides, with again two sentry-boxes to protect the long flights.

Above the fountain on the landing the great façade of the front rises in a beauty of arched panels and arched entrances and columns in half-relief; with, stepped back from the centre section, the main body of the building, whose arched doorways multiply themselves in seductive repetition.

The staircase mounts to the palace and to the terrace, and lovely is the line and the delicate moulding of the balustrade. Under the graceful stairway are dungeons with iron gratings, but the dungeons are empty and grass grows on the steps of the staircase.—Blair Niles.

Even more remarkable than the ruins of Sans Souci are those of **La Ferrière**, the mighty fortress perched on **Le Bonnet à l'Eveque**, the highest point of the range of mountains overlooking **Cap Haitien** and the sea from which it forms a conspicuous landmark.

As you ascend the rugged path from **Milot** the citadel looks like an immense stone ship with a great red prow.

Designed it is said by a Scotsman named **Ferrier** in the days of French rule, the Citadel was completed by **Christophe** as a place of refuge in case of invasion. Its massive fabric was constructed entirely by forced labour, man, woman, and child being compelled to carry its stones up the mountain-side. It has indeed been said that every stone cost the life of a human being. When completed, **Citadel Henri**, as it was called, was stored with enough provisions to support the army for months and an almost inexhaustible supply of ammunition. Haitians feared to approach the fortress. For years no Europeans were permitted to examine it, but this rule has long since been relaxed and visitors can now inspect the spot where the mortal remains of **King Christophe** were interred in quick-lime after his tragic death by his own hand at **Sans Souci**.

A bronze plaque on the tomb is inscribed:

CI-GÎT LE ROI HENRI CHRISTOPHE, NÉ LE 6 OCTOBRE, 1767,
MORT LE 20 OCTOBRE, 1820, DONT LA DEVISE FUT: JE RENAISS DE
MES CENDRES.

(Here lies **King Henri Christophe**, born October 6th, 1767, died October 20th, 1820. His motto was 'I rise again from my ashes'.)

The casemates in the long galleries still mount cannon which were never fired in anger, and cannon balls lie about. The view from the battlements is superb, comprising **Açul** with **Tortuga**, the erstwhile resort of the buccaneers, lying off the coast, **Cap Haitien**, and to the east, no fewer than seven ranges of hills.

The late **Sir Harry Johnston** declared that the black points of Haiti had been exaggerated, as the island had made great strides recently. The Haitians were certainly in love with military pomp and display, but too much had been made of

their revolutions. The country districts of the islands were as safe for white people as any part of the West Indies. This he attributed to a large extent to American influence. He characterised the stories connected with Voudou worship as 'exaggerated nonsense', and ridiculed the 'bosh' talked about cannibalism. He added that in Santo Domingo the American Customs' officers had worked wonders, and that the state of the island had much improved since the United States had been invited to put its finances in order.

The capital of the **Dominican Republic** is Ciudad Trujillo (population 180,000) on the south coast. Formerly called Santo Domingo, it was renamed after General Trujillo, President of the Dominican Republic, at the instance of the Senate and Chamber of Deputies on January 10th, 1935. The city was founded in 1496 by Bartolomeo, brother of Christopher Columbus.

It contains many buildings and ruins of historical interest, most of them being associated with the family of Columbus. In the **Cathedral**, completed in 1540, the ornate tomb of Columbus is an object of interest. It contains what are believed to be the genuine bones of the discoverer, in a battered casket roughly inscribed with his name and titles. They were found nearly sixty years ago, while some repairs were being executed, in the spot indicated in the archives as the burial-place of Columbus and next to the vault from which the supposed bones of the discoverer were exhumed. Columbus died at Valladolid on May 20th, 1506, and was buried there. In 1542 his remains were exhumed and, in accordance with a wish which he had expressed before his death, they were taken to Santo Domingo and placed in a vault in the cathedral. In 1790, five years before the island was ceded to France, remains believed to be those of Columbus were removed to Havana, and in 1899, after the Spanish-American War, they were transferred to Seville and buried with great pomp in a stately tomb in the cathedral there. It is now generally believed that the remains in Spain are those of some other member of the Columbus family, and that the true bones of the great discoverer lie in the cathedral in Ciudad Trujillo.

Other towns of consequence are **Santiago** (population

50,000), **San Pedro de Macoris** (20,000), and **Puerto Plata** (15,000). The chief districts of cultivation are at present the 'Cibao' district, which extends from Santiago to Sanchez and offers a suitable soil for the cultivation of cacao, coffee, and tobacco, and the sugar-lands along the south coast between Ciudad Trujillo and La Romana.

The principal physical features which appeal to visitors are the salt Lake Enriquillo, whose surface is about 100 feet below sea-level, Monte Tina (over 10,000 feet high), the Constanza Valley, the Falls at Jarabacoa, and Samana Bay. Interesting Indian remains are to be found, especially near San Juan in the west and Higüey in the east.

CHAPTER XVI

BRITISH GUIANA AND BRITISH HONDURAS

Damus petimusque vicissim

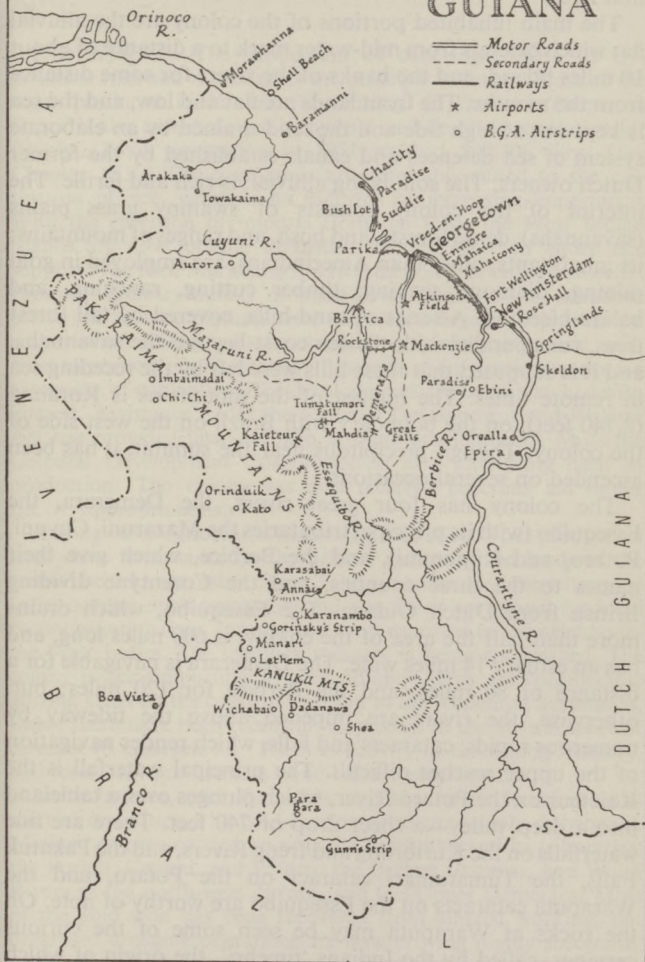
British Guiana's motto

BRITISH GUIANA lies on the north-east of the continent of South America, between Venezuela, Brazil, and Surinam, between latitudes 1° and 9° N. and longitudes 56° and 62° W., to the south-east of the West Indian Islands. The area of British Guiana is estimated at 83,000 square miles, based on the latest evidence following the demarcation of the boundaries. Approximately 85 per cent. of the area is forested and 10·5 per cent. is savannah country, the remainder comprising the coastal belt. The colony has a sea-board of roughly 270 miles, extending from near the mouth of the Orinoco River on the west to the Corentyne River on the east. It extends inland to a depth of nearly 600 miles. Of its population of 436,431 (estimated 1951 figure), about 45 per cent. consist of East Indian immigrants and their descendants. These immigrants were introduced every year, with one exception, in varying numbers, under a system of indenture, from 1845 to 1916, when emigration was stopped by the Indian Government. Many of them have become prosperous, and are now occupying prominent positions in government, commerce, and agriculture. The East Indian has been, and still is, an important factor in the labour supply of the sugar estates and in the development of the rice industry. People of African descent comprise about 37 per cent.; mixed or coloured is the next largest group, followed by Amerindians, Portuguese, Europeans (other than Portuguese), and Chinese, in that order. The rate of population increase is advancing at a rapid pace, and is indicative of the great strides made in health matters in recent years. This applies especially to the low-

Miles
0 25 50 75

BRITISH GUIANA

- == Motor Roads
- - - Secondary Roads
- Railways
- * Airports
- o B.G.A. Airstrips



lying areas of the coastal belt, where the bulk of the population lives.

The main inhabited portions of the colony are the alluvial flat which extends from mid-water mark to a distance of about 10 miles inland, and the banks of the rivers for some distance from the mouths. The front lands are flat and low, and the sea is kept out at high tide and the land drained by an elaborate system of sea defences and canals established by the former Dutch owners. The soil, being alluvial, is rich and fertile. The interior of the colony consists of swampy grass plains (savannahs), dense forests, and bush, and ranges of mountains; its inhabitants, other than Amerindians, are employed in gold mining, diamond seeking, timber cutting, ranching, and balata bleeding. A series of sand-hills, covered by tall forest trees, runs parallel with the sea coast beyond the savannahs, and it is supposed that these hills were left by the receding sea in remote times. The highest of the mountains is Roraima (8,740 feet), on the boundary with Brazil on the west side of the colony. Though precipitous near the summit, it has been ascended on several occasions.

The colony has four great rivers, the Demerara, the Essequibo (with its principal tributaries the Mazaruni, Cuyuni, Potaro, and Rupununi), and the Berbice, which give their names to the three counties, and the Corentyne dividing British from Dutch Guiana. The Essequibo, which drains more than half the area of the colony, is 600 miles long, and has an estuary 14 miles wide. The Demerara is navigable for a distance of 80 miles, and the Berbice for 120 miles; but, otherwise, the rivers are impeded above the tideway by numerous rapids, cataracts and falls, which render navigation of the upper reaches difficult. The principal waterfall is the Kaieteur on the Potaro River, which plunges over a tableland into a deep valley—a sheer drop of 740 feet. There are fine waterfalls on the Kuribrong and Ireng Rivers, and the Pakatuk Falls, the Tumatumari cataract on the Potaro, and the Waraputa cataracts on the Essequibo are worthy of note. On the rocks at Waraputa may be seen some of the curious carvings, called by the Indians 'timehri', the origin of which has never been discovered. The most notable of these 'picture

writings' is, however, on the 'Timehri rock' on the Corentyne River.

INDUSTRIES. The production of cane-sugar, with its by-products rum and molasses, is the principal industry. Most of the sugar produced is 96° test for refining. Crystallised 'Demerara Sugar' is also exported, and it enjoys a well-deserved reputation for flavour. Total production in 1951 reached 207,306 tons. (See Chapter XIX.) The coast-lands are admirably suited to the cultivation of rice, which is an industry of increasing importance. With the cessation of imports from the East, the West Indian islands are now looking to British Guiana for their entire rice supplies. The Rice Marketing Board is the sole marketing authority. From an industry mainly of small farmers and millers, advanced prices and assured markets have stimulated large-scale production with modern milling units, mechanical equipment in the field, and, most important of all, extensive drainage and irrigation works for expansion of cultivation. The developments are being watched with interest. Assistance under the Colonial Development and Welfare Act has provided financial help in these developments, while the Colonial Development Corporation is also interesting itself in production. The colony has also received generous aid under E.C.A. appropriations.

Among other agricultural industries, that of coco-nut production is of some importance on the lighter, better-drained lands of the coastal belt. Limes, other citrus, Liberian coffee, and miscellaneous fruits occupy small areas. Ground provisions are grown for local consumption mainly, but plantains are exported to the neighbouring West Indies. The livestock industry is being encouraged. The colony is self-supporting in beef notably; there are considerable grazing areas on the coast in addition to the Rupununi Savannahs, where there have been recent developments in the air transport of carcasses to Georgetown. There is activity in the fishing industry, and research work includes pond-culture experiments.

In the interior, gold, diamonds, and bauxite are found in commercial quantities. The gold-bearing areas are widely distributed. Mining has been carried on near the Essequibo and its tributaries, the Puruni, Cuyuni, and Potaro; the Barima, Barama, and Waini Rivers in the north-west district, and the Upper Demerara. Most of the gold won has been recovered from alluvial working, but organised dredging operations are now proving highly successful.

The proved diamondiferous area extends from the Berbice to the Cuyuni River. The most important fields to-day are the Mazaruni,

which extend from the Tiboku Falls to the Peima Falls and embrace all the tributaries of the Mazaruni between those points.

Valuable deposits of bauxite, which is used in the manufacture of aluminium, are being regularly exploited. The most extensive deposits are situated in the Christianberg-Akyma district of the Demerara River, but economic deposits are also being worked in Berbice. The total value of mining products exported in 1951, to which bauxite was by far the greatest contributor, exceeded that of any commodity except sugar.

Many kinds of timber are exported, including greenheart, mora, wallaba, crab-wood, and red cedar. British Guiana greenheart (*Nectandra Rodewi*) has been largely used for the locks, etc., on the Manchester Ship Canal and the Panama Canal. Mora (*Dimorphandra mora*) is principally used for railway sleepers, while Wallaba (*Eperua* spp.) is exported for telephone poles and as fuel to the islands. The collection of balata from the tree known as *Mimusops globosa* forms an important industry. This gutta-percha-like substance is largely used for insulating purposes and in the manufacture of belting. The bulk of the forests of the colony are on Crown lands, and exploitation is by private agencies operating under licence. While primitive methods are generally used by small operators, modern extraction practices with mechanised operations have been introduced, notably by the Colonial Development Corporation in their concessions.

CLIMATE. The climate of British Guiana compares favourably with that of other tropical countries. The temperature is uniform, rarely rising above 92° Fahr. or falling below 75° Fahr. The mean annual temperature of Georgetown is 82° Fahr., and the average rainfall on the coastal belt is about 90 inches; in the Savannas it is about 58 inches. On the highlands in the interior the climate is not unlike that of British East Africa. The long rainy season lasts from about the middle of April until August, and the short through December and January.

HISTORY. Guiana was one of the first countries overseas in which Englishmen attempted to settle. Its name is derived from an Indian word meaning 'water', given to the region extending from the Orinoco to the Amazon. In 1498, on his third voyage, Columbus, after sighting Trinidad, passed the mouth of the Orinoco. In the following year Amerigo Vespucci coasted along Guiana, and in 1500 Pinzon, after discovering the Amazon, passed along the whole coast of Guiana to the Orinoco. The Spaniards, however, never settled in the country because of the hostility of the Indians, but other Europeans managed to win the friendship of the aborigines.

In 1595 Sir Walter Raleigh visited the Guianas in search of 'El Dorado', the mythical City of Gold, which had existed in the imagination of the Spaniards for nearly a century. The belief in the existence of this city was based on the tales of a Spanish soldier, set adrift by his companions when exploring the Orinoco. Finding his way back some months later, he told how he had been taken by the Indians to a great inland lake with golden sands, on which was a vast city roofed with gold. After exploring the Orinoco, Raleigh returned to England and published the *Discoverie of Guiana*. On Tortuga Island in the Orinoco, not far from Manoa, the spot where his son was buried is pointed out.

After Raleigh's visit, Guiana was made known to Europeans, and English, French, and Dutch traders were often seen on the coast. The Spaniards tried to drive them away, and in a few cases destroyed their trading stations; but ultimately settlements were made, the earliest in what is now British Guiana being a fort erected in or about 1620 on a small island at the confluence of the Cuyuni and Mazaruni Rivers, which they called 'Kyk-over-al', or 'Look over all', from its commanding situation. A settlement was also formed on Fort Island, near the mouth of the Essequibo, which became the seat of government of the colony of Essequibo—now one of the counties of British Guiana. The settlement came into the possession of the Dutch West India Company, which was incorporated in 1621 and became by the terms of its charter supreme among all the Dutch possessions in America. In 1624 the colony of Berbice—now another county of British Guiana—was founded by Van Peere, a merchant of Flushing, under licence from the company. The central colony of Demerara was an offshoot from Essequibo, and was established in 1645.

In 1740 settlers from other nations, mainly English, began to arrive from the West India islands in considerable numbers. The Dutch were outnumbered, and Stabroek—now Georgetown—became a town of importance. The Dutch and English came to blows in 1780, and in the following year all three settlements capitulated to Great Britain. In 1782 the English were defeated by the French, and in 1783 the colonies were restored to the Dutch, who retained them until 1796, when they were captured by a British fleet from Barbados. They were again restored to the Dutch by the Treaty of Amiens in 1802, but in the next year they capitulated to the English, to whom they were finally ceded in 1814. In 1831 the three colonies were united under the name British Guiana with Essequibo, Demerara, and Berbice as counties.

CONSTITUTION. Legislative provision in British Guiana has,

in the earlier history of the colony, been largely influenced by the Dutch Occupation. Prior to 1928 and up to 1891, the Constitution provided for a Governor, Court of Policy, and Combined Court. The members of these two bodies were chosen by a College of Electors. The functions of the more familiar legislative bodies were performed by the Governor and Court of Policy, except as regards finance and taxation, which were the prerogatives of the Combined Court. This body was composed of members of the Court of Policy together with 6 Financial Representatives. In 1891, an Act was passed which transferred the administrative functions of the Court of Policy to an Executive Council. The College of Electors was abolished, and unofficial members elected by direct vote of the whole body of electors. In 1928, the Court of Policy and Combined Court were abolished and a Legislative Council substituted. It consisted of 10 official members, the Colonial Secretary and Attorney-General being *ex officio*; and of the 19 unofficial members 14 were elected and the remainder nominated by the Governor, who was now President of the Council. In 1943 another change took place, giving the Legislative Council 24 members in addition to the Governor as President. The other *ex-officio* members are 3 in number: the Colonial Secretary, the Attorney-General, and the Financial Secretary and Treasurer. There are 7 nominated members and 14 elected, the latter having, therefore, a clear majority. In 1945, other amendments were made defining more clearly the qualifications of persons eligible to vote, as well as those for membership of the Legislative Council. Executive powers continue to be vested in the Governor, advised by an Executive Council consisting of the Colonial Secretary, the Attorney-General, and the Financial Secretary and Treasurer, together with 5 unofficial members of the Legislative Council. In 1950 a Constitution Commission was appointed to review the franchise and the composition of the Legislature and of the Executive Council in the light of the economic and political development of the colony. The main proposals were: (1) universal adult suffrage; (2) a bicameral legislature with an increased elected majority and the adoption of a ministerial system; (3) the elective House of the Legislature to be presided over by a Speaker from outside that body; (4) retention of the Executive Council with certain consequential changes; (5) life of the Legislature to be four years. The new Constitution was established in 1953, but owing to recent events it has been suspended. Officials in ministerial posts are now appointed by the Governor. A Commission of Enquiry has been set up.

HOTELS. In Georgetown, the principal hotels are the *Tower*

(40 rooms), many of the rooms with private baths; in addition, there are some suites and three furnished bungalows; and the *Park* (52 rooms). Both are on Main Street. There are several private hotels and boarding-houses. Suitable accommodation can also be had in **New Amsterdam** and **Bartica**, for which it is advisable to make reservations beforehand.

COMMUNICATIONS. British Guiana is in direct steamship communication with the United Kingdom, France, Holland, Canada, the United States of America, the West Indies, and Dutch and French Guianas. The principal lines calling at Georgetown are: Booker, Royal Netherlands, Harrison, Compagnie Général Transatlantique, Canadian National, Alcoa, Saguenay Terminals, and the Dutch Government intercolonial steamers. Most of the above operate freight services with limited passenger accommodation. **Sailing craft** ply intercolonially. Most steamers visiting Georgetown regularly go alongside the wharves, or stellings as they are called.

The colony is well served by **Air Transport** services. Atkinson Field, within easy reach of Georgetown and originally the United States air base, is now under control of the local Department of Civil Aviation. External communication is effectively maintained by the under-mentioned services. British West Indies Airways provide direct communication with Trinidad, Barbados, and other West Indian islands. Pan-American Airways operate between the United States in the north as well as with South American ports. K.L.M. connect with the Dutch West Indies and Dutch Guiana. British Guiana Airways maintain a limited service to some of the neighbouring West Indies, and are also available for special charter flights.

Internal communications are being greatly facilitated by the British Guiana Airways, who now operate scheduled services to most parts of the interior hitherto almost inaccessible except by tedious, long, and hazardous river journeys in open boats. This is a great boon in the development of the timber, mining, and ranching industries. Administration services, too, are rendered more efficient. There are now 33 airstrips and many water-alighting areas for amphibian planes. Connected with these is a system of adequately maintained trails.

The Government owns and operates through the Colonial Transport Department two railways which it acquired from the Demerara Railway Company in 1922, namely:

(1) The East Coast-Berbice Railway, running along the coast from Georgetown to Rosignol (60½ miles), which is connected by ferry steamer across the Berbice River with New Amsterdam. The

first 20 miles of this railway was opened in 1848, and it is therefore the first railway in South America.

(2) The West Coast Railway from Vreed-en-hoop on the left bank of the Demerara River (connected with Georgetown by ferry steamer) to Parika on the right bank of the Essequibo River (18½ miles). Parika is usually a connecting-point for passengers from Georgetown who wish to visit the Essequibo Coast (left bank of the river) or have their homes and properties there. The coast is noted for high-quality rice, which is now its main industry following the failure of sugar many years ago. Steamers call at the Essequibo Islands before arriving at Adventure (44 miles), which is the terminus. From there a good motor-road leads to the Pomeroon River, where there is settlement of agriculturalists along both banks, producing Liberian coffee, coco-nuts, and ground provisions, with a certain amount of citrus and other fruits. Parika is also a focal-point for steamer traffic to and from Bartica (65 miles) at the junction of the Essequibo, Mazaruni, and Cuyuni Rivers, and so to the timber and mining areas.

In addition to the **Government Railways**, there are several small privately operated lines connected with the extraction of timber and bauxite and getting in supplies.

The Government operates a fleet of small **Steamers**. In addition to the services noted above, communication by such craft is provided with points on the Berbice River, reaching as far as Paradise, a distance of 110 miles; with Charity on the Pomeroon River and thence to Pickersgill (112 miles); with Morawhanna in the North-west District 205 miles distant from Georgetown. Sprotons, Ltd., operate a service to Wismar on the Demerara River, about 60 miles from Georgetown, and this is the main communication connection with the Demerara bauxite centre at Mackenzie. These steamers visit many points of interest, and provide tourist and visitor with a convenient, leisurely, and reasonably priced method of enjoying pleasurable excursions. Catering is usually available, but lunches can be taken. **Motor-launches** can be hired for short trips to shady creeks and other pleasant haunts, including the water conservancies and connecting canals, which supply the sugar estates and coastal cultivations with irrigation water as well as providing a transport system by punt for harvested sugar-cane destined for the factories.

Road-making on the coastal belt has been handicapped by the lack of an easily accessible supply of stone suitable for the purpose. Nevertheless, it is surprising what good results have been achieved in the past by the use of burnt clay. These red ribbons of roadway are very attractive to the eye, and form an important part of the

nearly 300 miles of roadways running along the coast and adjoining river-banks. They have stood up to motor traffic exceedingly well, but with the increase of motoring, especially the greater use of heavy vehicles, substantial improvements involving metalling and bituminous treatment have been undertaken. Concrete strips have also been tried in the heavy traffic areas. A modern reconstruction road programme is in progress, which should reduce maintenance costs to a minimum. **Motor-cars** and **Motor-buses** are always available.

In addition to the above, a fairly extensive system of natural-surface roadway for slow motor traffic, with Bartica as its main focal-point, is maintained, principally in the interests of the timber and mining industries. The Transport and Harbours Department operate these services, closely connected as they are with the steamer and rail communications from Georgetown.

SPORTS. **Cricket, Lawn-tennis, Golf, Hockey, and Football** are popular. The principal clubs are the Georgetown Cricket Club (cricket, tennis, bridge) and the Georgetown Football Club (football, tennis). Both have excellent grounds at Bourda in the suburbs of Georgetown. The Georgetown Golf Club has links near the Sea Wall. The British Guiana and Demerara Cricket Clubs are also well-known and popular sports clubs. For 'wet bobs', there is the Demerara Rowing Club with a boathouse at La Penitence and the Ituni Rowing Club in Berbice. The D'Urban Race Club, founded by Governor Sir Benjamin D'Urban in 1829, has its race-course on the D'Urban Park adjoining the Botanic Gardens, and conducts several race-meetings annually. Berbice, too, has a race-course. There are also opportunities for **Fishing**.

CLUBS. The **Georgetown Club**, founded in 1858, is one of the best in this part of the world, and it is extremely hospitable to visitors introduced by members. Unfortunately, it has had to remove from the former prominent site, owing to the disastrous fire in 1945 which completely destroyed its uniquely constructed and commodious building, to a new home in Camp Street, where the same renowned hospitality is still dispensed. There is a large number of private clubs, including those on the larger sugar estates, to which visitors are always welcome when accompanied by members.

SIGHTS. About 10 miles from the coast of British Guiana, as you approach Georgetown, the capital, from the north, is a light beacon. The framework from which the light (visible for 30 miles) is exhibited adjoins a long hut with 'Demerara'

painted upon it, and both stand on wooden piles. Erected in 1932, the beacon marks the bar across the mouth of the Demerara River which prevents the passage of steamers of any size except at high water.

The front lands being below the level of the sea, the first view of the 'Magnificent Province', as the colony has been called, is not inspiring. The monotony of a long and low coastline fringed with courida and mangroves is only broken here and there by the tall chimney of a sugar factory. The sea is muddy, owing to the detritus brought down by the mighty rivers and kept in suspension by the forces of the ocean currents.

At the mouth of the Demerara River and on the right bank (on which Georgetown lies) is the old Dutch **Fort William Frederick**, beneath a tall lighthouse, which commands a fine view of the city. Passing the fort, steamers enter the river and are moored alongside one of the 'stellings' or wharves.

Georgetown (population with suburbs 107,000) was founded by the English in 1781, and named after King George III. Laid out by the French in the three following years, it was called Stabroek as a compliment to the Lord of Stabroek in Holland on the return of the Dutch in 1784, but reverted to its original name in 1812. Stabroek is now a district in the city.

To visitors, Georgetown is a revelation. It has been well called the 'Garden City'. Its streets are wide and clean, and many of its houses, a characteristic of which is the tall pillars on which they are built to keep out the damp, stand in gardens gay with hibiscus, bougainvillea, and other flowering shrubs and plants amid luxuriant palm trees.

The streets are laid out on a rectangular plan, and a few are still intersected, as nearly all used to be until recent years, by open 'canals', or freshwater trenches. In these flourished the superb *Victoria regia* lily which, discovered by Haenke in Brazil in 1801, was first found in British Guiana on Gluck Island in Essequibo by Sir Robert Schomburgk.

Georgetown is well lighted by electricity, and it has an efficient telephone service. It is supplied with fresh water by the Lamaha Canal, which is connected with the Lamaha, a branch of the Lama, a tributary of the Mahaica about 20

miles distant. A good view of the canal can be enjoyed from the back of the Botanic Gardens. Artesian wells have been bored with success, and form an additional source of water supply.

Running parallel with the Demerara River for a distance of 2 miles behind the 'stellings' is **Water Street**, the chief commercial thoroughfare of the city. In it and in Lombard Street are the principal stores or shops. At the south end **Stabroek Market** (erected in 1882), a commodious iron structure with a floor area of 80,000 square feet and a squat clock-tower, are conspicuous. In the early morning it presents a scene of great activity.

To the south-east of the Market are the **Public Buildings**, which date from the thirties of last century. Built of brick and stucco, they are surmounted by a dome and present a business-like appearance. They contain the Government Offices and the Chamber of the Legislative Council.

By proceeding up Water Street, the centre of the city is reached. This, with its extension into High Street, was completely destroyed by a disastrous fire in 1945, which engulfed not only several of the large mercantile houses and banks, but the General Post Office, the Georgetown Club, and the building of the Royal Agricultural and Commercial Society (founded in 1844 and incorporated in 1866). The Society's Reading-room and book collection, including many historic volumes, were completely lost. Also its fine Museum, which housed a valuable collection of natural history specimens illustrative of the fauna of the colony; specimens of rocks, gold quartz, and diamondiferous gravels and methods of extraction; in fact, almost everything found, grown, or made in British Guiana. Included in the almost irreparable losses were features depicting the life of the aboriginal Indians, together with relics, stone implements, and curios of every kind, with a picture gallery of local views. Undaunted by these losses, both the Government and the mercantile community have set about replanning and rebuilding an almost entirely new city with fireproof structures and many improvements in layout. Thus the old and the new intermingle. Further fires, more recently, have destroyed a large part of the northern section

of the city, including some quite important business houses and warehouses. In due course, no doubt, new structures will arise in conformity with the modern type lately erected.

In this vicinity is the **Carnegie Library** and, proceeding along High Street south, the two most conspicuous buildings are the **Victoria Law Courts** and the **Town Hall**, a modern Gothic building designed by Father Ignatius Scoles, S.J., and erected in 1889. The **Law Courts** were designed by Baron Siccama, the great Dutch engineer, and opened on Queen Victoria's birthday, May 24th, 1887. In front of them is a marble statue of that Queen, erected in 1894 by the citizens to commemorate her Jubilee.

Close by is **St. George's Cathedral**, a tall building, at the junction of Carmichael and North Streets. The first English church in Georgetown was built in 1809, and was known as the chapel of St. George. It was succeeded by a brick structure which became unsafe in 1877 and gave place to a temporary building called the Pro-Cathedral. The foundation-stone of the present building, which was designed by Sir A. Blomfield, was laid in 1889, and in 1892 Bishop Austin, Primate of the West Indies, celebrated his jubilee as a bishop and officiated in the cathedral for the first time. A special feature of the fabric is its immense height, which is well calculated to show off to advantage the magnificent timber of the colony of which it is constructed. It contains many memorial tablets of interest and some fine stained-glass windows. Those in the baptistery were the gift of Bishop Swaby, later Bishop of Barbados and the Windward Islands, who succeeded Bishop Austin in the see. The marble font, also the gift of Bishop Swaby, representing an angel holding a shell, is similar to one in Inverness Cathedral. The handsome wrought-iron chancel screen was the gift of Mrs. Woodgate Jones, and the side screen was presented by the married ladies of the colony. The altar rails were the gift of Professor Austin, of Salt Lake City. The electrolier in the chancel was given by Queen Victoria, the brass cross at the altar by the Church of Antigua, and the lectern by the Church of Barbados on the occasion of Bishop Austin's jubilee. The Gothic Shrine made of carved oak in the north-west transept was dedicated in 1930 to the memory of the

Bishop and his successor, as Bishop of Guiana, Bishop W. P. Swaby.

The **Roman Catholic Cathedral** of the Immaculate Conception, constructed of reinforced concrete, replaces one destroyed by fire on March 17th, 1913. Another Roman Catholic church of importance is that of the Sacred Heart in Main Street.

St. Andrew's Kirk, at the corner of High Street and Brickdam, with its high steeple and quaint double-angled roof, is historically interesting. Begun in 1811 as a *kerk* by the Dutch, it was opened as a kirk by the Presbyterians in 1818. The building still rests on the low wall of red bricks laid by the Hollanders. The roof is made of greenheart 'black with age and as hard as a bone'. There are other churches of the various Christian denominations and also a Mohammedan mosque and a Hindoo temple.

The **Ladies' Self-help Association**, founded by Lady Egerton, wife of Sir Walter Egerton, Governor from 1912 to 1917, is a good place to buy curios and native fancy work.

The **Promenade Gardens** are near the centre of the town, and form, with an esplanade called the **Sea Wall** and the Botanic Gardens, the principal afternoon resort of the people. The Sea Wall, which extends from Fort William Frederick at the mouth of the Demerara River to beyond Kitty Village on the east coast, was begun in 1858 and took thirty-four years to complete. It was built mainly by convict labour with granite brought from the penal settlement on the Mazaruni River. The excellent band of the Georgetown Militia plays at these places and the Botanic Gardens weekly in rotation.

The **Botanic Gardens**, 150 acres in extent, are at Vlissengen, on the eastern side of the town. In the north wall of the Lodge a clock was placed in 1909, with a brass tablet to perpetuate the memory of Mr. George Samuel Jenman, Government Botanist and Superintendent of the Gardens from 1879 to 1902, 'to whose knowledge, skill, and work the Colony is indebted for the laying out of the Gardens and the formation of the herbarium'.

The gardens contain a large variety of palms, including the cabbage, the aeta, and the coco-nut palm, besides the fan-

shaped travellers' tree (*Ravenala madagascariensis*), so called because water is always to be found at the base of the leaf, and many other tropical trees of great beauty. Here will be found the magnificent *Victoria regia* water-lily (see page 382) in the ponds. Many of its leaves measure from 4 to 5 feet in diameter. Being turned up at the edge, they closely resemble large green trays. These lilies and the Indian *Nelumbium* are weeds in the colony; but these are by no means all, for there are red, white, and blue nymphaeas in all their wealth of beauty. In the garden lakes can be seen alligators and some specimens of the manatee or sea-cow. Adjoining the Botanic Gardens, are the Sugar and Rice Experiment Stations and the Livestock Farm, all under the control of the Department of Agriculture.

Among the recognised sights of Georgetown is a noble avenue of cabbage palms along the front of Plantation **Houston**. A delightful drive can be taken from Main Street through this avenue. By this route one can reach the **Chinese Quarter** in the Werk-en-Rust district of Georgetown, which is well worth a visit. Here many quaint Oriental ornaments may be purchased. The Chinese live quietly in the colony, and form excellent and useful colonists. The road passes in front of East Indian settlements, and continues on to the airport. There is a shorter but scarcely less handsome avenue on the outskirts of the city at the end of **Brickdam**, a broad boulevard.

Permission to inspect the **Sugar Factories** can be obtained without difficulty. One of the finest is that of Plantation Diamond, 8 miles from Georgetown. A description of the process of sugar manufacture is given on page 443.

New Amsterdam (population 9,600), the capital of Berbice, is reached from Georgetown by rail to Rosignol in 3 hours, and thence by ferry-boat ($\frac{1}{2}$ hour) or by road and ferry. Numerous villages are passed which were established by the Negroes immediately after the abolition of slavery. In Demerara the largest are Buxton and Plaisance, each with over 3,000 inhabitants. Three sizeable creeks, which empty into the sea, are crossed by bridges on the way to Berbice—the Mahaica, Mahaicony, and Abary. The higher lands between

the last two are occupied with rice cultivation on a vast scale. In the area, easily accessible by launch up the Mahaicony creek, is a large, modern rice milling plant, which is worth a special trip to see. It is possible that there may now be ingress by road as well. New Amsterdam is on the right bank of the Berbice River, near the mouth of a tributary of the Canje creek. The town is very clean and is lighted by electricity, but has no such bustling appearance as Georgetown. Indeed, Anthony Trollope said that three people made a crowd in New Amsterdam, which resembles an old Dutch town rather than an English one, though the old Dutch capital of Berbice was Nassau, 100 miles up the river. It has only two streets of importance, Main Street and the Strand. In the Promenade Gardens, which with the Esplanade are the most popular places of recreation, is a statue of Queen Victoria. The Promenade Gardens form part of the grounds of Colony House, a former gubernatorial residence, now used principally by Government officers visiting Berbice on official business.

All Saints' Church (Anglican), conspicuous near the steamer stelling, was consecrated by Bishop Coleridge in 1839. It has a stained-glass window which was exhibited at the Great Exhibition in Hyde Park in 1851, and was presented by Queen Victoria. The handsome electrolier was subscribed for by members of the church in memory of Bishop Austin. To the left of the west door is a brass to the memory of Sir Henry Katz Davson, Kt., successively Deputy-Chairman (1898-1909) and Chairman (1909) of the West India Committee.

From New Amsterdam, an excellent motor-road continues up the Corentyne Coast to the Corentyne River, which forms the boundary between British and Dutch Guiana. In this wide expanse of flat country, sugar, rice, and cattle-grazing predominate.

Nowadays it is comparatively easy even for visitors spending only a short time in the colony to see something of **The Interior**. Few places in the world are so interesting, and if the stranger gets a sight of the native Indian under primitive conditions, he will feel that the so-called savage is one of nature's gentlemen. Reserved and quiet, he has gone on his

way through the ages without trouble or worry, minding his own business and retiring before other races. There is no reason to be afraid of him, for he is the gentlest person in the country. Again, the tales of jaguars, snakes, and venomous creatures are all exaggerated. A sportsman or a naturalist would be fortunate indeed if he met with any of these. No doubt they are present, but they are only to be found in the bush and by those who know where to look for them.

The Government Transport Department's steamers (*see* page 378) afford opportunities for making many expeditions at a small cost. The islands of **Leguan** and **Wakenaam** and **Suddie** can be visited in one day. Suddie lies on the 'Arabian coast' on the west side of the mouth of the Essequibo River, and is the centre from which Onderneeming (Government Industrial School for boys), the Ituribisce and Capoey Lakes, and the Pomeroon district can be reached. The steamer skirts various islands at the mouth of the Essequibo, among them being Dauntless Island, which had a romantic origin. James Rodway, in his fascinating book, *In the Guiana Forest*, gives the following account of it:

At the beginning of this century the charts of the mouth of the River Essequibo showed a bank of 'hard sand, dry at low water', to the east of Leguan Island. This place continued as a sandbank for over sixty years—how long it had been in existence before is doubtful, but we may safely state that it could hardly have been less than a century altogether, and from all appearances it might remain in the same condition for as long again. About the year 1862, however, an estates' schooner, named the *Dauntless*, was wrecked on this Leguan Bank, partly broken up and embedded in the sand, where its presence was shown by a slight elevation, and one or two ribs sticking out above the surface. These jagged points arrested a few pieces of the tangle which came down the river, and on this were deposited some seed of the courida. Then began the work of building up an island which to-day is about two miles long by one broad, and is known on the chart as 'Dauntless Island'.

The **Kaieteur**, or Kaietuk, Fall, on the upper branch of the Potaro River, a tributary of the Essequibo, was discovered by Mr. Barrington Brown, of the Geological Survey, on April 24th, 1870. The Potaro River here flows over a sandstone and

conglomerate tableland into a deep valley below, with a total fall of 822 feet, or five times the height of Niagara. For the first 740 feet the water falls as a perpendicular column into a basin below, from which it continues its downward course as a sloping cataract 82 feet in height, and through the interstices of great blocks of rock, to the river below. The width varies from 350 feet in the dry season to 400 feet in the rainy season, and the breadth similarly varies from a very few feet to 20 feet. The late Sir Everard im Thurn, at one time Government Agent of the North-west District, thus described the Fall, which he first visited in November 1878:

It was at Amatuk, that is, on first entering the Kaieteur ravine, that we reached the most beautiful scenery of that beautiful river. If the whole valley of the Potaro is fairyland, then the Kaieteur ravine is the penetralia of fairyland. Here, owing to the moisture-collecting nature of the sandstone rock, the green of the plants would seem yet greener and more varied. Under the thick shades were countless streamlets trickling over little ledges of rock among pigmy forests of filmy ferns and mosses. The small feather-like tufts of these ferns, each formed of many half-transparent fronds of a dark, cool-looking green colour, were exquisite. Larger ferns, with a crowd of aroids, orchids, and other plants, covered the rocks between these streams in new and marvellous luxuriance. Two curious forms of leafless white-stalked parasitic gentians (*voyria*), one yellow, the other white, were especially noticeable. On either side rose the tall granite cliffs, which form the sides of the ravine; the sandstone rock, of which they are a part, extends in an unbroken piece from this to Roraima. The appearance of their perpendicular tree-crowned walls, broken here and there by gaps, recalls the pictures of that mountain. Far up on the faces of the cliffs were ledges, on which grew a few green plants. Some idea of the size of these cliffs may be drawn from the fact that the field-glasses showed these plants to be tall forest trees. . . . After two hours' climb through the forest, we came out on the savannah from which the Kaieteur falls. . . .

Crossing the savannah we soon reached the Kaieteur cliffs. Lying at full length on the ground, head over the edge of the cliff, I gazed down. Then, and only then, the splendid and, in the most solemn sense of the word, awful beauty of the Kaieteur burst upon me. Seven hundred and fifty feet below, encircled in black boulders, lay a great pool, into which the columns of white water, graceful as

a ceaseless flight of innumerable rockets, thundered from by my side. Behind the Fall, through the thinnest parts of the veil of foam and mist, a great black cavern made the white of the water look yet more white.

Sir Everard im Thurn visited the Fall again in 1879. This second visit was at the end of a heavy rainy season, when the scene presented a much grander aspect. He thus described it:

Crossing the savannah, and coming to the edge of the cliff over which the Potaro falls, we once more lay down, bodies along the top of the cliff, heads over its edge. It was a very different scene from the last time. Then it was beautiful and terrible; but now it was something which it is useless to try to describe. Then a narrow river, not a third of its present width, fell over a cliff in a column of white water, and was brought into startling prominence by the darkness of the great cave behind; and this column of water before it reached the small black pool below had narrowed to a point. Now an indescribable, almost inconceivable, vast curtain of water—I can find no other phrase—some 400 feet in width, rolled over the top of the cliff, retaining its full width until it crashed into the boiling water of the pool which filled the whole space below, and at the surface of this pool itself only the outer edge was visible, for the greater part was beaten and hurled up in a great high mass of surf and foam and spray.

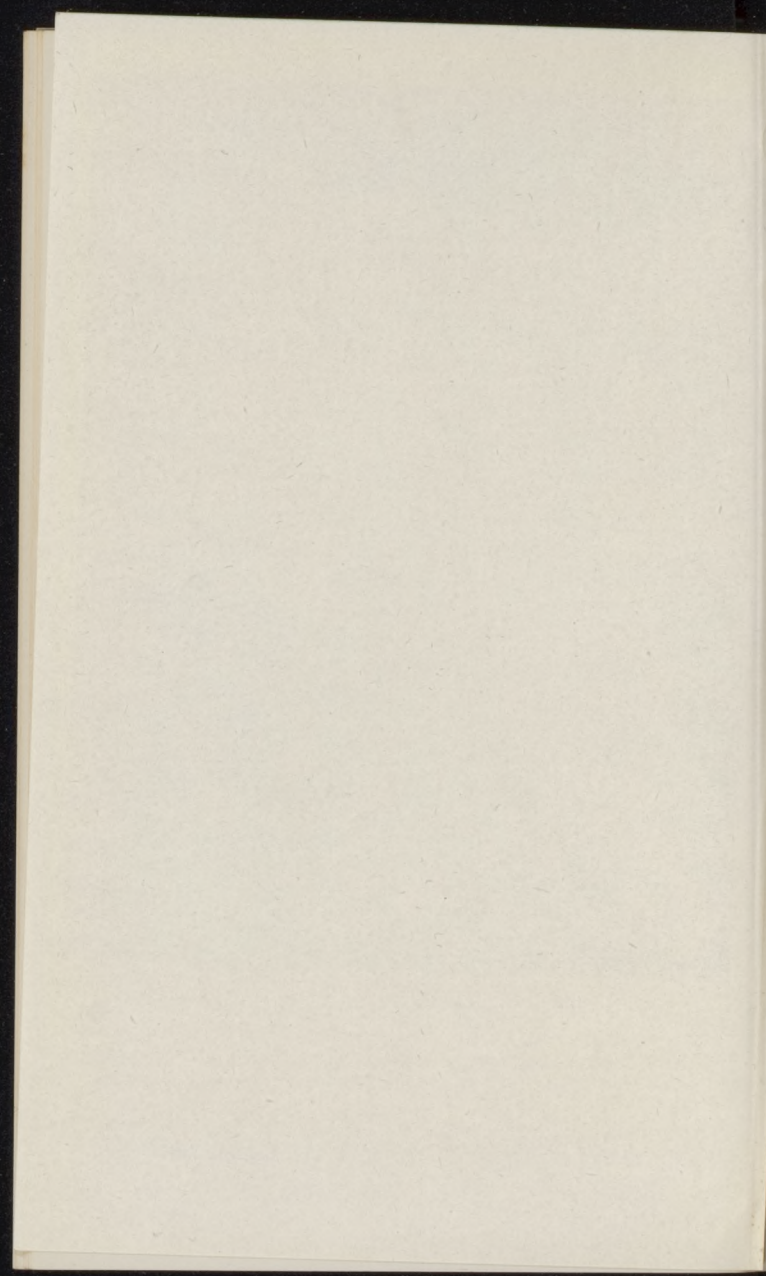
The Indian legend which gives the Kaieteur or 'Old Man's' Fall its name is unromantic.

The old man who was said to have been pushed out in his corial or wood skin and sped to his doom over the Fall had, so the story goes, become an intolerable nuisance to his tribe on account of his age and the 'chigoes' which his grandchildren were required to extract from his feet. The setting is worthy of the Passing of an Arthur or a Montezuma: the end of a great chief passing over the waters to his death. Then would the rocks below, which are said to be the corial and the canister of the old man, be worthy of regard. The face which can be detected at the side of the rock has features which should give it more romantic associations than the tale of the old Indian.—Sir Edward Denham in *The Times*.

By arrangement with the Colonial Transport Department an expedition from Georgetown to the Kaieteur Fall and back



THE MAJESTIC KAIETEUR FALLS IN BRITISH GUIANA



can now be made within nine days. Visitors generally prefer the trip by British Guiana Airways' plane, for which arrangements can also be made. (*See COMMUNICATIONS.*) In this way, a good deal of the interior can be seen at the same time in a matter of hours. The district surrounding the Fall has been proclaimed the **Kaieteur National Park**.

Tumatumari Falls and other lesser Falls of interest are referred to in the introduction to this chapter (page 372). A trip down one of them is an exciting experience.

A lively boat's crew of Bucks or aboriginal Indians and 'Bovianders', as the cross between the old Dutch inhabitants and the Bucks is called, paddle one down. The captain stands on the poop steering with a paddle tied to the gunwale and exhorting his crew. With much chattering and singing of shanties, they propel the boat at a great pace. The boat's crew, stripping themselves to the skin and leaping into the water, haul the boat up the rapids when occasion requires.

The small steamers on their way up the Essequibo River to Bartica call at **Fort Island**, the site of one of the earliest Dutch settlements (*see* page 375). Here the Council Chamber and the tomb of Storm Van's Gravesande, Commandeur of Essequibo (*d.* 1775), and the massive masonry of the old Dutch Fort are pointed out.

Bartica, 45 miles from the mouth of the Essequibo and at its junction with the Mazaruni, sprang into existence during a gold boom, and was first known as Bartica Grove, from a grove of mango trees there. It is still the 'jumping off' point for the diamond fields.

Beyond it to the north-west is the **Penal Settlement**, for prisoners undergoing long terms of imprisonment, on the fringe of the primeval forest.

The **Marshall Falls** are the first of a series of rapids encountered by diamond miners and gold-seekers travelling up the Mazaruni, where boats have to be hauled over. **Barra-Carra** is a picturesque little waterfall.

At the confluence of the Cuyuni and Mazaruni Rivers, a little to the south-west of the Penal Settlement, is the site of the old Dutch fort of **Kyk-over-al**, or 'Look over all'. Kartabo, or Cartabu, Point near by, where bateaux, as the



THE BARTICA TRIANGLE, BRITISH GUIANA

Showing the road system and principal waterfalls in the interior of British Guiana.

The position of the Suspension Bridge at Garraway Stream is shown by an arrow.

- A—The Great Falls, Lower Essequibo.
- B—Camaria-Tatruba Rapids, Lower Cuyuni.
- C—Stop-Off-Simeri Rapids, Lower Cuyuni.
- C'—Arrawak-Matope-Mariwar Cataracts, Lower Cuyuni.
- D—Amaila Falls, Kuribrong River.
- E—Kaïeteur Fall, Potaro River.
- F—Amatuk Falls, Potaro River.
- G—Tumatumari Cataracts, Potaro River.
- H—Ororu-Morali or Great Falls, Demerara River (Upper).
- J—Malali Rapids, Demerara River.

boats are called, are hauled over an immense *roche moutonné*, is the starting-place for the old Peter's mine, reached by a bridge 200 feet over the Puruni River. Omai, 70 miles above Bartica, on the left bank of the Essequibo, is another important mining centre.

A four-days' trip *via* the mouth of the Waini River and the Morawhanna passage to the Barima River and thence to **Mount Everard**, the starting-place by launch or boat for Koriabo (25 miles) and the Arakaka goldfields (106 miles) can be undertaken. There are rest-houses at Mount Everard and Arakaka. **Morawhanna**, reached by Government steamer, and formerly the chief Government station of what is called the North-West District, is situated 160 miles to the north-west of Georgetown. Gold was discovered in the neighbourhood in about 1889. Mount Everard was so named after Sir Everard im Thurn. The Government headquarters in the district have been removed to Mabaruma in the hills of that name.

The remarkable flat-topped mountains **Roraima** and Kuke-naam rise to a height of 5,000 feet above the surrounding country, and 8,600 feet above sea-level, in the Pakaraima range on the western border of the colony. The former was ascended for the first time in December 1889, when Sir Everard im Thurn (*see* page 389), who was accompanied by Mr. Henry Innes Perkins, succeeded in reaching the summit. Near it the boundaries of Guiana, Venezuela, and Brazil meet. Here is Sir Everard's description of it:

The first impression was one of inability mentally to grasp such surroundings; the next, that one was entering on some strange country of nightmares, for which an appropriate and wildly fantastic landscape had been formed, some dreadful and stormy day, when, in their mid-career, the broken and chaotic clouds had been stiffened in a single instant into stone. For all around were rocks and pinnacles of rocks of seemingly impossible fantastic forms standing in apparently impossibly fantastic ways—nay, placed one on or next to the other in positions seeming to defy every law of gravity—rocks in groups, rocks standing singly, rocks in terraces, rocks as

columns, rocks as walls and rocks as pyramids, rocks ridiculous at every point with countless apparent caricatures of umbrellas, tortoises, churches, cannons, and of innumerable other most incongruous and unexpected objects. And between the rocks were level spaces, never of great extent, of pure yellow sand, with streamlets and little waterfalls and pools and shallow lakelets of pure water, and in some places there were little marshes filled with low, scanty and bristling vegetation. And here and there, alike on level space and jutting from some crevice in the rock, were small shrubs in form like miniature trees, but all apparently of one species. Not a tree was there; no animal life was visible; nor, it even seemed, so intensely quiet and undisturbed did the place look, ever had been there. Look where one would, on every side, it was the same, and climb what high rock one liked, in every direction, as far as one's eye could see, was this same wildly extraordinary scenery.

During the early part of November 1894, Mr. J. J. Quelch, Mr. F. V. McConnell, and Mr. C. A. Lloyd made the ascent to the summit by the same ledge on the south-west face of the mountain by which Sir Everard im Thurn had ascended, and spent three days and two nights on the top of the plateau, which they again visited in 1898.

The first woman to ascend Roraima was Mrs. (later Lady) Clementi, who climbed to the summit on January 15th, 1916.

Within the compass of this Guide it is only possible to outline briefly the features of British Guiana which present themselves to the visitor making a short stay. To describe adequately the wonders of the hinterland of the 'Magnificent Province' would require many pages. It must therefore suffice here to say that it is a country of boundless possibilities which only requires the attention of the capitalist to bring it into the front rank of our possessions overseas. In this connection, there have been important developments during the last decade.

To conclude this review, here are certain important recommendations: Visitors desirous of receiving the fullest information about the colony should write to the Bureau of Public Information, Georgetown, a Government Department; the tourist should seek the assistance of the Secretary, British Guiana Tourist Committee, P.O. Box 225, Georgetown, who will be pleased to furnish information about hotel accom-

modation and to arrange for tours within the colony by plane, rail, or steamer. The charges and rates are subject to change, and no firm figures can be given here. Visitors can make up parties for excursions, and thus secure more reasonable terms than for individuals. New York representatives are Mr. Wendell P. Colton Company, Chanin Building, 42nd Street at Lexington Avenue, N.Y.17. In the United Kingdom, the Secretary, The West India Committee, 40, Norfolk Street, London, W.C.2, will be glad to answer all enquiries. In Canada, the Trade Commissioner for the West Indies, Board of Trade Building, Montreal, would be able to render any assistance and advice to those desiring information about commercial and related matters.

BRITISH HONDURAS

Sub Umbra Floreo

BRITISH HONDURAS, which lies in latitudes $18^{\circ} 29'$ and $15^{\circ} 54'$ N. and longitudes $89^{\circ} 15'$ and $87^{\circ} 50'$ W., on the east coast of Central America, has an area of 8,598 square miles, of which only a very small portion has as yet been developed, and a population of about 69,000. Along the coast-line, which extends for a distance of 180 miles from Yucatan to the Bay of Honduras, are a number of cays or coral islets. The largest of these is about 30 miles east of Belize. The country along the coast is mostly low-lying with numerous lagoons and a narrow strip of land along the seaboard which is fringed with coco-nut palms. The rivers include the Hondo, forming the northern boundary between the colony and Mexico, the New River, on which is the former military station of Orange Walk; the Belize, which flows from the Guatemala frontier and has at its mouth Belize, the capital of the colony; the Sibun, the Mullens River, the North Stann Creek, the South Stann Creek, the Monkey River, the Rio Grande, and the Sarstoon River, which separates British Honduras from Guatemala on the south. The general formation of the colony beyond the swampy coast lands is divided into (1) Cohune ridges, which

take their name from the graceful palm *Attalea Cohune*, growing in profusion in their fertile soil, and comprise the lower tracts of the river; (2) Pine ridge, which includes the higher levels and takes its name from the Pine (*Pinus cubensis*) found on it; and (3) Broken ridge—often covered with jungle and intermediate between the Cohune and Pine ridges. The ridges are really districts.

The principal islands, or cays, off the coast are Turneffe (a corruption of Terra Nova), St. George's Cay, English Cay, and Ambergris Cay. They are much resorted to for bathing and fishing, and there are several 'week-end' residences on St. George's Cay.

INDUSTRIES. The principal industry has always been timber, mahogany cutting being the main forest activity. Both mahogany logs and lumber figure in the exports, while the demand for pine lumber and cedar from the West Indies has notably increased. Secondary hardwood logs and lumber are also exploited. The gum of the sapodilla tree, known as chicle, is exported to the United States, where it is largely used for making chewing-gum. In recent years there has been considerable development of the citrus industry, particularly in the Stann Creek Valley. Exports consist of fresh fruit, canned segments, and juice. Other important exports are lobsters, bananas, coco-nuts, and cohune palm products.

Agriculture has tended to be neglected in the colony, but in the new Development Plan, financed under the Colonial Development and Welfare Act, emphasis is on the development of an agricultural industry. This will include sugar production in an endeavour to reach the allocated quota of 25,000 tons under the Commonwealth scheme. At present only about 2,000 tons are produced, mostly for local consumption. In addition, livestock, food production, and fisheries offer scope for expansion.

CLIMATE. The climate of British Honduras is sub-tropical in character, though the colony is within the tropics. The maximum shade temperature on the coast is 90° Fahr., and the minimum 62° Fahr. The average annual rainfall is about 100 inches. The dry season extends from the middle of February to the end of May, and the heaviest rainfalls occur in September, October, and November.

HISTORY. The coast on which British Honduras stands was discovered in 1502 by Columbus on his fourth voyage. Its earliest settlers are said to have come from Jamaica in 1638, having been

attracted by the mahogany and logwood. The islands off the Mosquito Coast had already been settled about eight years before by a chartered company, of which the Earl of Warwick was chairman and John Pym treasurer. The Mosquito Indians lived on terms of friendship with the English, whom they helped to keep the Spaniards off, and in 1670 sought the protection of England. This was given them to the extent of the Governor of Jamaica exercising some supervision over the settlement, and in 1739 the native king signed a treaty giving up the country to England. A few years later forts were erected on the island of Ruatan, but they were dismantled in 1763, and although the King of Spain allowed the settlers to reside within a certain district they were treated with great severity.

The wood-cutters, or 'Bay-men' as they were called, now had their headquarters on St. George's Cay, and on September 10th, 1798, with the help of the crew of the British sloop *Merlin*, they defeated a force of 2,000 men under General O'Neil, the Governor of Yucatan, in the memorable battle of St. George's Cay, the anniversary of which is still celebrated every year in the colony. In spite of this success the settlement was not officially recognised, and the inhabitants managed their own affairs. Their laws were resolutions passed at public meetings, which, after a visit of Admiral Sir William Burnaby, were codified and published as *Burnaby's Laws*. Until 1786 the chief executive officer of the settlement was a Magistrate elected annually. In that year a Superintendent was appointed by the Home Government in his place, and with the exception of the period from 1790 to 1797, when Magistrates were again elected, Superintendents were regularly appointed until 1862, when the settlement was declared a colony and a Lieutenant-Governor subordinate to the Governor of Jamaica took their place. This official was succeeded in 1884 by a Governor and Commander-in-Chief, and British Honduras is now quite independent of Jamaica.

CONSTITUTION. British Honduras is a Crown Colony. A committee on constitutional reform recently made recommendations to the Secretary of State and the new Constitution was approved in 1954. This comprises an Executive Council consisting of the Governor, 3 *ex-officio* members, 2 nominated members, and 4 elected members; and a Legislative Assembly consisting of 6 nominated members and 9 elected members. The colony's first general election was held in April 1954, the majority of seats in the Legislative Assembly being won by the People's United Party, and the inaugural session of the Assembly took place on June 18th.

HOTEL. In **Belize**, the *Palace Hotel*. A modern hotel on the sea front, with 25 rooms, is being built by the Colonial Development

Corporation, which is interesting itself in the development of the colony.

COMMUNICATIONS. There is no direct passenger steamship communication with the Mother Country, although passages are sometimes available in the Jamaica Producer ships, which call monthly at Stann Creek. Passengers proceeding to the United States and places beyond travel by air. There is frequent communication by river and sea by coastal craft with outlying villages and the neighbouring republics. British West Indies Airways operate a weekly service from Kingston, Jamaica, whence connection can be made for the United Kingdom. T.A.C.A. International operate a bi-weekly service which connects the colony with New Orleans. In addition, there are a number of unscheduled passenger and freight flights to the United States *via* New Orleans and Miami. The Secretary, Tourist Committee, Belize, will be glad to furnish further information to those wishing to visit the colony.

There has been a spectacular improvement in road facilities. In addition to the main roads, a large number of feeder roads have been built. At present there are 251 miles of all-weather roads with more under construction, all suitable for motor traffic.

SPORTS. Lawn-tennis is played on concrete courts of the polo and golf clubs, and there are also several private courts. **Cricket** is played from May to October, and there are several native cricket and **Football** clubs. The Belize **Golf** Club, which was established in 1900, has a 9-hole course. **Polo** is played about three days a fortnight from October to March by the members of the Belize Polo Club, founded in 1895. **Fishing** is a pursuit which is not much followed, though tarpon, calipever, snapper, bass, mullet, grouper, king-fish, and barracouta are plentiful. The sheltered water between the mainland and the line of reefs about ten miles to windward is admirably suited to sailing. Some excellent **Shooting** of quail, partridge, duck, and other birds can be enjoyed.

SIGHTS. **Belize** (population approximately 22,000), the capital and seat of government, is approached from the open sea by a tortuous channel through the numerous reefs and cays lying off the coast, prominent among which are Turneffe, St. George's Cay, English Cay, and Ambergris Cay. It has been unjustly said by the irreverent that the best view of Belize is obtained from the stern of a ship. The first appearance of the town with its white- and red-roofed houses rising from the sea is quite pleasing. Belize was devastated by a

hurricane accompanied by a tidal wave on 'St. George's Cay Day' (see page 397), September 10th, 1931, when about 1,000 lives were lost; but it was soon rebuilt and few traces of the disaster are apparent to-day. On a clear day the great mountains of the interior can be seen in the dim distance.

Belize straggles up both sides of one of the mouths of the river of the same name for a short distance. The left bank ends in a short sandy promontory, called Fort George, though all traces of the fort have been lost. Here a large area has been reclaimed from the sea and now forms one of the most desirable residential quarters of the town. In a small park stands an obelisk of red granite to the memory of men from the colony who fell in World War I. It was unveiled by the late Sir John Burdon, Governor, on Armistice Day, 1925. The offices of the United Fruit Company were situated on the promontory, and at the seaward end is the tomb of the late Baron Bliss, who died in 1926, and left the greater part of his fortune for the benefit of the colony.

Steamers lie in the roadstead and passengers land at Fort George, where the Customs' offices and warehouses are now situated. Along the river front or, as it is called, the foreshore, are stores and private residences. A bridge connects two parts of the town, and the river below presents a busy scene with its numerous pitpans—the native boat—and motor-boats, which ply between the capital and El Cayo, 100 miles distant on the western frontier, where goods are transferred to mule-back for the Peten district of Guatemala, the cays, the rivers, and various points along the coast.

On the left some little way beyond the bridge are the new **Government Offices** on the site of an earlier building destroyed by fire in 1918. The walls of the Council Chamber are panelled for one-third of their height with native timbers—rosewood, walnut, and nargusta—and are furnished with handsome mahogany tables of local workmanship.

The principal thoroughfare is Regent Street, at the end of which are (left) the spacious **Government House** with a lawn running down to the sea, and (right) **St. John's Cathedral**, erected in 1812. Conspicuous alongside the tower is a large water vat, which serves as a reminder that the town is depen-

dent on rain for its supply of drinking water. The houses, many of which are roofed with iron as a protection against fire, are in some cases surrounded by small gardens with picturesque fruit and shade trees, among which the ubiquitous coco-nut palm predominates.

The rivers of the colony provide scenery of a varied character. In the lower reaches, tropical jungle of the richest kind is seen. Farther up, the country becomes hilly and the banks high and often rocky, and abounding with maidenhair and other ferns and vegetation. Mahogany camps can be inspected by permission of the firms engaged in cutting. These firms engage the services of an expert woodman—a 'hunter' or 'timber cruiser' as he is called—who locates and reports on suitable trees within easy reach of the rivers. A track is then cut through the forest to the tree selected, and the woodcutters proceed with their work. After the tree has been lopped and cleaned, it is 'trucked' or hauled by oxen or motor-tractors to the riverside by torchlight at night, out of consideration for the bullocks, which could hardly work during the heat of the day. The logs are then allowed to lie at the riverside until the rains bring sufficient water to enable them to be floated—or 'driven', as it is called—down to the mouth, where they are boomed or fastened together by 'dogs' until they are hauled out to be trimmed or squared ready for shipment.

St. George's Cay, a small island about 10 miles to the north-east of Belize, besides being exceedingly picturesque, is historically interesting as having been the scene of the memorable engagement in which the Spaniards were defeated by the British settlers in 1798 (*see* page 397). It was on this island that the first English settlement was made. Many of the residents in Belize now have houses on St. George's Cay to which they repair for week-ends or longer. Each house has a bathing kraal, and the fishing and sailing off the coasts are excellent.

Sergeant's Cay, Goff's Cay, English Cay, and Tobacco Cay, are a few of the numerous cays lying along the Coral reef about 10 miles to windward of the mainland which, though they provide very primitive accommodation, are occasionally resorted to by visitors who are satisfied with sea-bathing, fishing, and sailing.

Manatee, some 15 miles to the south of Belize, is another holiday resort of rather a primitive character. Here there are extensive lagoons. At Ben Lomond, on the Northern Lagoon, there are stalactitic caves.

Still farther to the south is the agriculturally promising Stann Creek district. The town of **Stann Creek** is a well-to-do little place which acquired some importance through its connection with the pioneer railway of the colony. This line, which has a 3-foot gauge, started from a pier in the sheltered waters of Commerce Bight to the south of the town, and ran inland for a distance of about 25 miles to a terminus in the middle of rich agricultural land at the foot of the mountains to the west. The railway was begun in 1907, and considerable areas of land alongside the line were at first successfully put under banana cultivation, but unfortunately the industry languished owing to the appearance of the dreaded Panama disease. Grapefruit is now being successfully cultivated in the neighbourhood, and the rail track is a motor road.

On the Rio Grande in the Stann Creek district some ancient pyramids faced with cut stone, filled with stone and brick, and standing on a stone-faced platform, are preserved as historic monuments. They have been identified as relics of the ancient Maya civilisation and have been the subject of investigation by experts of the British Museum. In the Cayo district, near Benque Viejo, there are some interesting ruins. Here there is a three-storied temple, the ground floor of which is still in a good state of preservation. Near it is a fine sculptured stele. An account of these ancient remains is given in the *British Colonial Report*, Miscellaneous [Cmd. 6428], published in 1921.

The secretary of the British Honduras Tourist Committee will arrange trips to the principal places of interest in the colony.

CHAPTER XVII

THE SPANISH MAIN AND SURINAM

The Historic Littoral of northern South America

THE Spanish Main is the north-east coast of South America between the delta of the Orinoco and the Isthmus of Panama. It received its name, which is often incorrectly applied to the sea washing its shores, in the old days of the buccaneers. Once a Spanish possession, the Spanish Main is now shared by the Republics of Venezuela, Colombia, and Panama.

The countries of the Main are, generally speaking, mountainous, with flat and sandy front lands. Next to the Orinoco, the chief river is the Magdalena, which empties itself by a wide delta to the west of Puerto Colombia or Savanilla. The principal ports are La Guaira, Puerto Cabello, Carupano, and Maracaibo in Venezuela; Santa Marta, Puerto Colombia, and Cartagena in Colombia, and Colon in Panama (*see* page 426). Steamers usually call at one or more of these ports in the course of the voyage between Trinidad and Colon; but passengers desirous of going ashore at any of them, as well as at Colon, are advised to make enquiries as to health conditions, since the Panama Canal authorities occasionally subject arrivals from Venezuelan and Colombian ports to rigid quarantine.

HISTORY. The Spanish Main was discovered by Columbus, who crossed over to what is now Venezuela, after sighting Trinidad for the first time, in the year 1498. Alonzo de Ojeda coasted along it in the following year and, having obtained a grant of the district from Cape Vela to the Gulf of Darien in 1508, founded the colony of Nueva Andalucia there. Some years later Diego de Nicuesa established the settlement of Castilla de Oro farther to the west, and in 1514 the two colonies were united under the name of Tierra Firme. Meanwhile, Vasco Nuñez de Balboa had, in 1513, discovered the Pacific, an event which proved the beginning of a period of immense prosperity for the country. Gold and silver were trans-

ported across the Isthmus of Panama, and the Spanish galleons gathered in the harbours of Porto Bello and Cartagena, whence they carried the treasure of the New World to Cadiz. For years Spain monopolised the trade in spite of the constant raids by the buccaneers and pirates.

In 1564 the country was formed into a Spanish Presidency called New Granada, and in 1718 it was raised to the position of a Viceroyalty, only to be reduced to a Presidency again in the following year. The Viceroyalty was revived in 1740 and extended to include Venezuela, a Spanish settlement at the eastern end of the Main which was making rapid growth. The attacks against the supremacy of Spain now became more frequent. In 1572 Sir Francis Drake, who had been furnished with letters of marque by Queen Elizabeth, raided Nombre de Dios, a strongly fortified town of great wealth and consequence, and in 1585 he captured Cartagena and exacted a ransom of 110,000 ducats from the inhabitants. In 1679 the town was again raided by de Ponti, a Frenchman, assisted by the buccaneers, and in 1740 it was attacked unsuccessfully by Admiral Vernon, who in the previous year had justified his boast that he could capture Porto Bello with six ships only.

Towards the end of the eighteenth century Spain's power began to wane, and in 1811 the struggle for independence began under the leadership of Simon Bolivar, the Liberator. In 1811 Venezuela declared her independence, and from that year until 1824 there was constant war between the colonies on the Main and their mother country. In 1819 Bolivar effected the union of Venezuela, Colombia, and Ecuador under the title of the Republic of Colombia, whose independence was recognised in 1825. The yoke of Spain having thus been removed, a long series of civil wars and dissensions commenced. In 1829 Venezuela seceded from Colombia. Bolivar died in 1830, and in the year after his death the Republic of New Granada was founded. In 1843 the provinces of Cartagena, Veragua, and Panama withdrew from the federation, but they were brought back within twelve months. In 1861 the Republic of Colombia was re-established; but on November 3rd, 1903, Panama, after a bloodless revolution, gained its independence.

HOTELS. The hotels in the region are operated mostly on the American plan. **Caracas**, Venezuela, in particular, boasts several reputable hostleries, with *Hotel Avila* and the recently constructed *Tamanaco* (400 rooms), leaders in the luxury class. Suitable accommodation is to be found in most of the important cities and towns of the Spanish Main. Changes are frequent, however, and visitors contemplating a stay should consult steamer and travel

agencies beforehand in regard to the type of accommodation required and rates.

Spanish is the language usually spoken. Currencies vary, but the best-known unit is probably the Venezuelan bolivar, of which 3.35 are equal to one U.S. dollar. Internationally known banks to English-speaking people are, in Caracas: Bank of London and South America; National City Bank of New York; Royal Bank of Canada; in Bogota: National City Bank of New York and Royal Bank of Canada.

COMMUNICATIONS. The principal ports can be reached by steamer from Europe and North America. As a rule, however, the more important cities and residential areas are situated at higher altitudes, easily accessible by road or rail from the shipping points. Air communication in recent years has been greatly developed both with the outside world and internally as well. Practically all the well-known airlines operate services to the countries of the Spanish Main. Internal transport by road and rail is provided generally. Highway systems have been considerably improved and extended to facilitate increasing motor traffic and bus services, both within the territories themselves and with their neighbours. **Barranquilla** can be reached by rail or motor-car from Savanilla or by railway and steamer from Santa Marta (*see below*). **Caracas** (altitude 3,000 feet) is well supplied with motor-cars which can be hired by the hour, and there is a bus service to Bogota, Colombia (altitude 8,500 feet). At **Cartagena**, steamers go alongside a wharf on Drake's Spit, from which the city is reached by a light railway. The city is connected with Calamar on the Magdalena River (36 miles) by the Cartagena (Colombia) Railway. **La Guaira**, the chief port of Venezuela, is connected with Caracas, the capital, by electric railway, trains running hourly in both directions. The distance is 23 miles and the time taken $1\frac{1}{4}$ hours. **Motor-cars** can be hired for the purpose, but the gradient is steep and the road bends and turns at sharp angles.

Puerto Colombia or Savanilla. A Government railway runs to Barranquilla (17 miles; about 40 minutes each way).

Santa Marta is connected with the interior of Colombia by railway to Cienga Grande (24 miles), whence passengers and mails are conveyed by a small river steamboat every sixth day to Barranquilla.

Port Limon. A railway runs from this port to San José and the Pacific Coast.

CARUPANO AND MARGARITA

STEAMERS on the voyage from Trinidad to Cristobal pass, if they do not call at, **Carupano**, at the mouth of two valleys in the Venezuelan State of Bermudez, whence cacao, coffee, sugar, rum, and timber are shipped, and the island of **Margarita**, once famed for its pearl fisheries. This island, of which the capital is **Pampatur**, was granted to Marceto Villalobas by Charles V of Spain in 1524. Its merchants and sailors took a prominent part in the War of Independence, and it now belongs to Venezuela, forming with the neighbouring islets of Tortuga, Cubagua, and Coche, a division of the Eastern Federal District.

The area of Margarita, which is mountainous and almost divided into two parts by the Laguna Grande, is 444 square miles, and though the soil is fertile the only industries are fishing and salt-making. Pampatar was raided by the Dutch in 1662.

LA GUAIRA AND CARACAS

La Guaira, the principal port of Venezuela, is situated on a deep indentation of the coast, at the foot of precipitous mountains. Its harbour is formed by a breakwater constructed in 1885 by a British company. The town, which was founded in 1588 by Diego de Osorio, has (with the suburb of Maiquetia) a population of about 24,000. It was the scene of much fighting during the War of Independence.

A drive of 7 minutes by the coast road to the east of the town takes one to **Macuto**, to which the palatial Hotel Miramar, erected in 1927-8, attracts the wealth and fashion of Caracas, the capital of Venezuela.

Though **Caracas** is only about 7 miles to the south of La Guaira, the distance by the electric railway or road is 23 miles.

The La Guaira and Caracas Railway is one of the most picturesque mountain railways in the world. It twists and turns up the mountains, affording some wonderful views. The railway was begun in 1882 and completed in the following year. It was electrified in 1927 and trains now leave La Guaira

and Caracas hourly. The journey in either direction takes 1 hour and 15 minutes. The route follows the shore for 2 kilometres to Maiquetia, and then begins to climb on a gradient varying between 3 per cent. and 4 per cent. until at kilometre 33 it reaches a height of 3,105 feet (946 metres) above sea-level. The company's power plant is at Zig Zag (kilometre 16). The generators are driven by three 750-h.p. Diesel engines.

Catia (34 kilometres) is an important business suburb of Caracas.

Caracas (population 650,000) was founded by Diego de Losada in 1567 as Santiago de Leon de Caracas. With La Guaira it was severely damaged by earthquake in 1812. To-day it is a handsome and attractive city, with many open spaces and gardens gay with tropical palms and flowers.

The principal square is the **Plaza de Bolivar**, in the centre of which is a bronze equestrian statue of Simon Bolivar, who liberated Venezuela from the Spanish yoke. Born at Caracas on July 24th, 1783, Bolivar was sent to Madrid at the age of 16 to complete his education. He finally returned to Venezuela in 1809 and began his work for the cause of the republic which was successfully completed in 1821.

Among the sights of Caracas are the Pantheon, the Capitol, the Cathedral, the houses where Miranda and Simon Bolivar were born, the Museum, and the theatres. Sightseeing trips are arranged by the railway company.

Caracas is linked by road and the Gran Ferrocarril de Venezuela, a German-owned company, with **Valencia** (180 kilometres to the west), the former capital of Venezuela.

Between Caracas and Valencia and 70 miles from the former is the important town of **Maracay**, which owes its development to President Juan Vicente Gomez. It has some imposing public buildings and one of the best hotels in tropical America.

There is also communication by road and rail between Valencia and Puerto Cabello. Passengers by steamers scheduled to call at both ports can by arrangement leave the ship at La Guaira, visit Caracas, spend the night at Maracay, and rejoin her at Puerto Cabello. The drive over the Sierra Nevada is very invigorating and the scenery magnificent.

PUERTO CABELLO

Puerto Cabello (population 28,000), a port of entry of Venezuela, lies at the head of a great bay protected by forts on the hill-side. The railway, connected with the wharves, runs to Valencia (2½ hours), where connection is made with the Gran Ferrocarril de Venezuela for Maracay and Caracas. The appearance of Puerto Cabello from the sea is picturesque, a notable feature being the Oriental-looking hotel and bathing establishment, and a neat little plaza with tall palm trees. The sights of the place are not many. They include a monument to commemorate liberation from Spain, a theatre, and an ancient fortress on a hill. Enjoyable motor-car drives can be taken to **Saint Esteban**, a pleasure resort (4 miles); to **Trincheras**, a thermal station on the Caracas road (35 miles); and **Valencia** (*see* page 406). Passengers by steamers calling at both ports can leave their ship at Puerto Cabello and rejoin her at La Guaira (*see* above).

MARACAIBO

STEAMERS on the regular run between Trinidad and Cristobal do not enter the Gulf of Maracaibo. The city of **Maracaibo** (population 220,000), on the western side of the vast lake of the same name, which covers an area of 8,000 square miles, immediately to the south of the still larger gulf, can, however, be reached from Curaçao in about 30 hours by steamers of the Red 'D' and Dutch lines. It is an ancient city, for long the centre of the activities of Western Venezuela. Developments in connection with the oilfields have given a great impetus to its prosperity. It is well paved and surrounded by prosperous suburbs. The foreign community is largely American, and though the district suffers from long droughts, the amenities of life in it are improving rapidly. From Maracaibo it is possible to visit the oilfields, which are situated for the most part on the eastern side of the lake. Hundreds of derricks may be seen, some in the lake itself and some on the shore. In their immediate neighbourhood, notably at San Lorenzo, there are

native villages built on piles in the shallow water, exactly like the old lake villages of Switzerland which are still the objects of study for historians and ethnologists, though only models in museums remain to perpetuate their memory.

PUERTO COLOMBIA AND BARRANQUILLA

Puerto Colombia or **Savanilla** has little to commend it to visitors. It is simply a collection of squalid huts and shanties huddled together on a sandy shore. The only feature of interest is the great steel railway pier, which is no less than 4,000 feet long, and can accommodate five large steamers at the same time.

Trains run along this pier to **Barranquilla**, a distance of 17 miles, at fairly frequent intervals. The expedition to this city would be well worth making if it were only to avoid the tedium of lying for any length of time off such a desolate spot as **Savanilla**—though for fishermen the pier has its charms; but the visitor who does not wish to be marooned should make full enquiries of the purser as to the time available, etc. The journey takes about forty minutes. Various villages are passed *en route*; but the country is, generally speaking, flat and uninteresting.

Barranquilla is a busy city of some 350,000 inhabitants, on the left bank of the Magdalena River, from the mouth of which it is distant about 7 miles. It owes its importance to the fact that in consequence of the difficulty of navigating the delta of the Magdalena it is the northern terminus of river traffic with the interior of Colombia. It now boasts two flour mills, three weaving factories, a brewery, a cotton factory, and an ice factory. In the population there is a large proportion of white inhabitants. They are descended from the old Spanish colonists, who brought the manners and customs of their country with them. Their costumes, and their quaint old houses with their balconies, patios, and brightly painted window shutters, vividly recall sunny Spain. The city has a handsome cathedral, in front of which is a small but attractive garden square. In the principal thoroughfare there is a statue of Columbus, to whom Colombia owes its name. A visit

should be paid to the market and the wharves on the river-side, between which and the upper reaches of the Magdalena ply stern-wheel steamers like those on the Mississippi.

SANTA MARTA

Santa Marta, now an important centre of the banana industry, stands on the shore of a small land-locked bay, at the entrance to which there is a high conical rock called the Morro, surmounted by some ancient fortifications and a lighthouse. It has an ancient cathedral, and an object of pilgrimage in the neighbourhood is the Hacienda where Simon Bolivar, the Liberator (*see* page 406), died on December 17th, 1830, which is now preserved as an historic monument by the Government of Colombia. Santa Marta has a pretty park and a promenade along the beach where rank and fashion congregate in the evenings. The offices of the United Fruit Company stand on what are believed to be the foundations of the first Christian church to be erected in America. Pleasant excursions can be made by rail to banana plantations by arrangement with the United Fruit Company, and notably to Rio Frio, an old mansion standing in a magnificent grove of royal palms. Coffee plantations in the mountains can also be visited.

Founded by Rodrigo Bastidas about the year 1520, Santa Marta was sacked by the pirate Robert Baal in 1543, and again in 1555 by the French buccaneer Pedro Brasques. In 1576 it was burned to the ground by Coropomeina, chief of the Turpes Indians of Valledupar. Sir Francis Drake captured it in 1596, and in 1629 the Dutch freebooter Pater landed and carried off the artillery of the Castle of San Juan and the treasure of the church. In 1655 the city was again sacked by William Ganson, and finally it was looted by buccaneers, an Englishman and a Frenchman, who carried off the Bishop and landed him on the coast of Panama. Charles Kingsley refers to this incident in *Westward Ho!* in which he describes with surprising accuracy—considering that he never saw it—the beautiful bay of Santa Marta, and the exciting episode of the capture of the rich galleon *Santa Maria* and the carrying off of the Bishop by Amyas Leigh and his companions.

CARTAGENA

LONG before **Cartagena** itself is seen, an almost isolated hill which dominates it comes into sight. This is the historic Popa—so called from the resemblance of its shape to that of the poop (*popa*) of a ship—to which in the old days sailors made obeisance when they first 'picked it up'. As the steamer draws nearer, the buildings of the old Augustinian monastery, Nuestra Señora de la Popa, which are perched on the summit, can be distinguished.

Cartagena, which was founded by Pedro de Heredia in 1533, stands at the foot of this hill on a sandy peninsula connected with the continent by a narrow neck of land. From the distance the white houses of the city appear to rise out of the sea, just as the palaces and towers of Venice seem to do as one approaches the Italian city from Mestre across the lagoon. At first sight Cartagena looks as if it had been placed in a singularly exposed position; but it must be remembered that in the days of its greatness there were no long-distance guns. Besides, Nature has protected it by reefs and the formidable Salmedina sandbank, which has taken its full toll of shipping, and compels vessels on the western voyage to approach the city by a circuitous channel along and round the islands which help to form its secure harbour.

The harbour was once gained by two bocas or mouths, the Boca Grande (the Big Mouth), quite near the town, and the Boca Chica (the Narrow Mouth), many miles farther south; but after an attack by Admiral Vernon in 1740 the Spaniards closed the Boca Grande by sinking old ships in the fairway. Round these sand has collected, thus effectively blocking the entrance. Now, therefore, only the Boca Chica is available for navigation. As you enter the old harbour by this narrow strait, scarcely a pistol shot across, you pass Fort San José on the right, and on the left the once formidable but now derelict Fort San Fernando on Tierra Bomba Island. After negotiating the entrance, the steamer makes her way for some six or seven miles along a tortuous passage past the mangrove-covered shores of Tierra Bomba, and is warped alongside a wharf on

A PLAN of CARTAGENA.



This Part of the Sea was formerly a Plain, on which the Inhabitants of Cartagena used to walk, but has been for some time overflowed, and the rolling of the Sea upon all this Coast, is an invincible Rampart to Cartagena, so that it is only approachable by the Lake.

CARTAGENA AT THE PERIOD OF VERNON'S ATTACK

the historic **Drake's Spit**. It was along this neck of land that Sir Francis Drake and his troops marched when they attacked Cartagena in 1585. At that time it was defended by a ditch and a stone wall with a single opening for the cavalry to pass through, which was protected with a barricade of wine butts standing one upon another. The road, too, was commanded by six pieces of ordnance, demi-culverins and sakers, and was flanked by two great galleons with their bows towards the shore mounting eleven guns. Under cover of the dark, the Englishmen crept silently along the seashore, and on reaching the wall they formed up with 'pikes roundly together' and rushed the opening at daybreak. The butts were overthrown, and the Englishmen, favoured by having better armour and longer pikes, drove back their adversaries to the market-place and captured the town.

Visitors are recommended to take the light railway which now runs along this spit of land to the terminus just outside the massive city walls. At the far side of the open space outside the main gateway is the terminus of the Catagena (Colombia) Railway Company, Ltd., whose line runs to Calamar, a port on the Magdalena River. Cartagena itself was once called by the Indians Calamari, or the land of the crayfish, owing to the abundance of those crustaceans found there. Immediately opposite the gateway is a Plaza decorated with busts of the heroes of the revolution.

On entering the city the visitor finds himself in a town of old Spain set down in the tropics. All the houses—most of which are well and solidly built—have balconies, while the lower windows are barred in the characteristic Spanish fashion, and all have their cool-looking patios. If he would avoid being importuned by small boys eager to act as his guide, the visitor is recommended to proceed immediately to **Hotel Americano**, where he can obtain advice as to how best to fill in the time at his disposal.

A feature of interest is the quaint memorial of the centenary of the liberation of the country, which consists of a tall shaft at the base of which are numerous cannon peeping from circular orifices in the concrete.

The **Cable Office** is in the Plaza Cristobal Colon. The

Market in the Paseo de la Independenza is open from 4 a.m. to 5 p.m. Among the churches which can be visited are the **Cathedral** and **San Pedro Claver**. Both are in a sad state of disrepair; but it is possible to gauge from the fabric how handsome these churches must have been.

The **House of Inquisition** near the principal square is now the residence of a merchant who courteously permits visitors to inspect it. Cartagena was one of the headquarters of the Inquisition in the New World, the others being at Lima and in Mexico. It is said that the cruel apparatus of torture is buried in the patio, where several tall and graceful palms now grow which it would be a pity to displace. In one room an old and worn railing is pointed out, behind which the victims are said to have stood when they received their sentence; from there they were removed to a windowless chamber beyond, where the punishment known as *auto-da-fé* was inflicted.

The following drive is recommended: To the Fortress of San Felipe, to the summit of La Popa Hill, across the bridge to Manga Island, through Calle Central and Calle Royal, across the Roman Bridge, through Calle Aguada and Calle Larga, and to the Market and Independence Square.

A drive to the **Muralla de las Bovedas**, the substantially built wall beyond the city, reveals the elaborate nature of the fortifications which once defended it.

The summit of **La Popa** can be reached by motor-car and makes an interesting excursion. At the foot of this remarkable hill is the Fortress of San Felipe. The drive can be continued to Manga Island; but if time permits La Popa should be ascended. The view from the summit is, to quote Humboldt, 'very extensive and varied, and the windings and rents of the coast give it a peculiar character'. 'I was assured,' he adds, 'that sometimes from the window of the convent, and even in the open sea, before the Fort of Boca Chica, the snowy tops of the Sierra Nevada de Santa Marta are discernible.' The writer can testify that Humboldt was well informed as far as the view of the Sierra Nevada from the open sea is concerned, for he has seen it himself, and will not easily forget the surprise which that noble range of snow mountains with their mighty glaciers caused to him and his fellow passengers

on a voyage along the Spanish Main a few years ago. Horqueta, the highest peak, is 17,600 feet. Still dealing with the Popa, Humboldt in his personal *Narrative of Travels* writes:

A gloomy vegetation of cactus, *Jatropha gossypifolia*, croton, and mimosa, covers the barren declivity of Cerro de la Popa. In herbalising in those wild spots, our guides showed us a thick bush of *Acacia cornigera*, which had become celebrated by a deplorable event. Of all the species of mimosa the acacia is that which is armed with the sharpest thorns: they are sometimes two inches long; and being hollow, serve for the habitation of ants of an extraordinary size. A woman, annoyed by the jealousy and well-founded reproaches of her husband, conceived a project of the most barbarous vengeance. With the assistance of her lover she bound her husband with cords, and threw him, at night, into a bush of *Mimosa cornigera*. The more violently he struggled, the more the sharp woody thorns of the tree tore his skin. His cries were heard by persons who were passing, and he was found after several hours of suffering, covered with blood and dreadfully stung by ants.

PORTO BELLO

SOME two hours before reaching Colon (*see* page 426), steamers coasting along the Spanish Main pass **Nombre de Dios**, off which the remains of the great Elizabethan seafarer, Sir Francis Drake, were committed to the deep in 1595. The final voyage of that worthy proved unfortunate from the start. His kinsman, Sir John Hawkins, who accompanied him, died off Puerto Rico (*see* page 329). Nombre de Dios was found to be deserted, and an attempted march on Panama failed. Eventually Drake succumbed to dysentery on board his ship *Defiance* off Porto Bello on January 28th, 1595-6. Next day his body, enclosed in a leaden coffin, was consigned to the waters of the Caribbean. As an anonymous poem quoted by Prince in *Worthies of Devon* says:

The waves became his winding-sheet; the waters were his tomb;
But for his fame the ocean sea was not sufficient room.

Porto Bello was peopled with the inhabitants of Nombre de Dios in 1584, when that city was virtually abandoned after

having been repeatedly raided by the Indians. As the chief Atlantic entrepôt of the trade of Peru it attained a position of great wealth and affluence, and was very strongly fortified. Owing to the excessive cost of living at Porto Bello, the Spanish galleons used to lie in the harbour of Cartagena until the news reached them of the arrival of the treasure ships from Peru at Panama. Then they would drop down to Porto Bello to await the mules, which arrived in trains of about a hundred each, loaded with gold and silver. To receive this treasure a large tent made of sails was erected in the principal square by the sailors, and fairs, of what in those days was considered great magnificence, were held periodically. Porto Bello was sacked by Drake in 1572, by Morgan in 1668, and by John Spring in 1680. The place was also captured by Admiral Vernon (*see* page 403), who, in 1739, justified his boast that he could take it with six ships.

PORT LIMON AND SAN JOSÉ

Port Limon, though not strictly speaking on the Main, may be perhaps conveniently dealt with in this chapter. It is the Atlantic seaport of Costa Rica, Central America, and occupies the site of Carare, an Indian village where Columbus landed on his fourth and last voyage. The picturesque cay off the shore is La Uvita or Grape Island.

Beyond its Parque, or Park, with its avenues of magnificent wild fig trees (*Higuerones*), anchored by curious aerial roots, its market, its public institutions, the Cathedral, and the Miramar Club (which has a swimming-pool), Port Limon offers few attractions to visitors. Excellent sea-bathing can be enjoyed from the shore of the United Fruit Company's Zone.

Whilst steamers are taking on board their cargo of coffee and bananas (which are carried from the wharf to the hold by ingenious conveyors worked by motors supplied with steam from the ships' boilers) there is usually ample time to permit of visitors proceeding by train to **San José**, the capital of Costa Rica (103 miles) and back, a mountain excursion of rare charm and interest which should on no account be missed. Special

trains make the journey in 4 hours, but ordinary trains take 6½ hours, including a stop of 20 minutes at Siquivier for luncheon.

The station of the Ferrocarril de Costa Rica is at the shore end of the pier, but special trains, which can be engaged by wireless at twenty-four hours' notice for parties of fifty persons or more, start from alongside the steamer. It is advisable to take food for the journey and also warm wraps.

The line, which was built by an American, the late Minor C. Keith, between 1884 and 1900, is now leased to the Northern Railway Company and by them to the United Fruit Company, who use it for transporting bananas and coffee to the coast. In 1880 only 360 bunches of bananas were exported; but after the opening of the railway the quantity increased rapidly until it reached 10 to 12 million bunches annually. Recently, however, it has declined to from 7 to 8 millions owing to the 'Panama' disease. The plantations are owned by the United Fruit Company and private individuals. The labourers are mostly West Indians, Jamaicans predominating, and their characteristic huts abound. Now, instead of bananas, many flourishing young cacao plantations first strike the eye.

After passing Zent junction, the line crosses in succession the Matina and Pacuare Rivers and, at **La Junta** (the Junction), the Rio Reventazon. Crossing to the left bank of that brawling river, on the rocks of which cormorants may be seen watching for their prey, the railway winds its way up the mountain-side, now almost level with the river, now high above it, through scenery of sublime grandeur. On entering the mountainous region one is reminded of the Highlands; but the illusion is broken when one looks more closely at the tropical vegetation and foliage. Tall Roseau or wild canes and balisiers abound. From giant forest trees hang festoons of Spanish moss (*Tillandsia usneoides*); on the branches rest queer birds' nests. Here, there, and everywhere are great clearings devoted to the cultivation of bananas set out like the multitudes *πρᾶσιαι* *πρᾶσιαι*—in orderly rows.

Negroes now begin to give place to Costa Ricans, the descendants of the Spanish settlers, who gather at their doors to watch the train go by. At **Turrialba** we are 2,037 feet up,

and there is a distinct nip in the air. Ten miles farther on the train ascends the narrowing canyon of the Reventazon. **Cartago** is the next stopping-place of importance. Founded in 1563 by the Spaniards, this town was destroyed in 1821 and again on May 4th, 1910, by earthquake, and now consists mainly of one-storied houses. It is dominated by the majestic volcano of **Irayú** (11,000 feet), the excursion to the crater of which takes a full day. Just under three miles farther on the train stops at **El Alto** (5,137 feet), the summit of the pass, where the countryside resembles the Sussex downs rather than a tropical divide, and then descends some 1,200 feet to San José.

From Cartago there is a winding road, the Carretera Central, to San José 12 miles away.

San José, on the Pacific slope, is a modern city of 90,000 inhabitants, who are justly proud of their National Theatre, which they consider rivals the Paris Opera, and their numerous parks. Built on the rectangular plan, it is traversed by Calles from north to south and by Avenidas from east to west. With electric trams and light and telephones, it is in every sense a modern city, though few of its houses exceed two stories in height—a necessary precaution against earthquakes. Near the railway station is the National Park with a monument to commemorate the campaign against the filibusters from the United States under Walker, of 1856–7, and in the centre of the town the Central Park (with an immense bougainvillea), on the east side of which is the Cathedral. Other churches of note are those of 'La Soledad' and 'La Merced'. The shops are numerous and are well stocked with all the latest novelties of dress or fashion from Europe.

The local Rockefeller Institute is worth a visit by those interested in preventive medicine, and the Market should on no account be missed. Here one may see exposed for sale many interesting fruits and vegetables besides curious cutlasses in leather sheaths and quaint saddlery typical of the country.

The gaudily painted ox carts with their creaking wheels will be noted. Fortunately, they are not permitted to enter the town before 5 a.m., for otherwise they would disturb the slumbers of light sleepers.

Some years ago an Englishman conceived the idea of carrying on a trade with these picturesque carts. He accordingly had quite a number of them made. They were brightly coloured, and to outward appearance all that could be desired; but not one could he sell. He consulted all and sundry about his misfortune, and then discovered that the trouble was that the wheels did not creak. It appeared that Costa Ricans preferred carts that creaked and bumped and jolted, as they were 'company' on the lonely country roads. So the wheels were adjusted till they bumped and creaked, and then the carts sold like wildfire.—*A Wayfarer in the West Indies.*

The Sabana, or Savannah, a large open space on the outskirts of the town, between two ranges of the Cordilleras, can be reached by tram or motor-car. Here there are a small lake for boating and golf links, while in one corner a coffee factory can be inspected if arrangements have not been made to visit the larger beneficio of La Gloria on the return journey to Port Limon.

SURINAM

SURINAM, or Dutch Guiana, on the north coast of South America between latitudes 2° and 6° N. and longitudes $53^{\circ} 50'$ and $58^{\circ} 20'$ E., has an area of 54,291 square miles and a population of approximately 216,000. It is bounded on the east by the River Marowijne, which separates it from French Guiana, on the west by the River Corentyne, which divides it from British Guiana, and on the south by dense forests.

INDUSTRIES. The mining of bauxite for export to the United States is the outstanding industrial activity. Agricultural production for export is limited, but food crops for local consumption comprise a variety of commodities. Hulled rice, citrus, and coffee figure in the list of exports. Sugar is no longer cultivated on any scale. Forest products include both logs and sawn lumber and plywood; also balata.

CLIMATE. From December to March the average temperature is 80° F. The nights are cool, and health conditions favourable.

HISTORY. The first attempt at the settlement of Surinam was made in 1630 by Captain Marshall, an Englishman. In 1644 some Dutch and Portuguese Jews from Brazil introduced sugar cultiva-

tion, but it was not until 1650 that a permanent settlement of the country was effected by Francis, Lord Willoughby of Parham. In 1666 the colony capitulated to the Dutch, and by the Peace of Breda in 1667 it was ceded to the Netherlands in exchange for New Amsterdam, now New York, which became a British possession. Thereafter Surinam was twice in the possession of England, from 1799 to 1802, and from 1804 to 1816, when it was finally handed back to the Dutch.

CONSTITUTION. The Government of Surinam is administered by a Governor and an Advisory Council, all the members of which are nominated by the Queen of the Netherlands. There is a Legislative Council comprising 21 members elected by popular vote for a period of four years, but constitutional changes are pending. A system of ministerial responsibility exists, with an Executive Council.

HOTELS. There are two small hotels—*Palace* and *Riverview*—which operate on the American plan. There are also several good boarding establishments. Both Dutch and English is spoken. The monetary unit is the guilder or florin.

COMMUNICATIONS. Steamers of the Royal Netherlands Steamship Co. and the Alcoa Line (mostly freighters) call at Surinam ports. There is considerable shipping activity in connection with bauxite, the main loading point being Moengo, not far from Paramaribo. The Surinam Navigation Company operates a service with the neighbouring Guianas and some of the West Indian islands. The rivers are well adapted to inland transport. In addition, there is a railway service linking Paramaribo with points in the interior for workers and supplies principally. There are also a number of good highways suitable for motor traffic. Air communication with the outside world is provided in the main by Royal Dutch (K.L.M.) Airlines and Pan-American Airways.

SIGHTS. Steamers bound for **Paramaribo**, the capital of Dutch Guiana, enter the Surinam River, which is about two miles wide at its mouth. At a distance of eight or nine miles from the sea, the Surinam and Commewyne Rivers meet, the former from the south, the latter from the east. On the point dividing them is the old Fort New Amsterdam, erected in 1734 for the defence of the colony from the French. Ascending the Surinam River for seven or eight miles farther, past cacao and coffee plantations on either side, steamers reach Paramaribo on the left bank. On the river-side is **Fort Zeelandia**, adjoining

Het Park, a popular club alongside Het Plein, the public park, to the north of which stands Government House in attractive gardens.

When the true founder of town and colony alike, Cornelius van Aerssen, Lord of Sommeldyk and the fifth Governor of Dutch Guiana, landed on these shores in 1683, Paramaribo—so he wrote—consisted of only 'twenty-seven dwellings, more than half of which were grog-shops', and close to it the Fort of Zeelandia, so named after its builders, the intrepid Zeelanders, who had already repelled more than one Indian or English assault from its walls. But under the vigorous administration of Sommeldyk the rapidly rising prosperity of the colony was reflected in the town itself, that henceforth grew and prospered year by year.—W. Gifford Palgrave.

Beyond Fort Zeelandia is the embankment known as the Waterkant with many pleasant dwelling-houses, its symmetry only broken in places by the mail wharf, the Custom House, and the Police Station, until the wharf and warehouses of the Royal Netherlands Steamship Company are reached.

Paramaribo, which was an Indian village before it was selected as a site of a French settlement by some emigrants from France in 1540, was made the capital of the Colony of Surinam by Lord Willoughby of Parham in 1650, a dignity which it retained after it had passed under the Dutch flag. It owes its name to the Indians and not, as has been suggested, to its founders' territorial designation 'Parham'. The city, which has a population of about 78,000, stands on a slightly raised plateau of sand about two feet above high-water level and is intersected by several characteristic drainage channels. It is a cosmopolitan town and one may meet in its streets bush Negroes (the descendants of runaway slaves who, living in the forests, bring timber and bush products to town), native Indians, Javanese, East Indians, and Chinese.

Visitors with only a short time at their disposal in which to see something of this cosmopolitan city should drive from the Pier along the riverside to **Government House**, overlooking **Het Plein**, the public park, in which is a statue of Queen Wilhelmina of the Netherlands. It is approached through a beautiful avenue of tamarind trees, where, according to tradi-

tion, a Governor met with a violent death at a time of unrest. From Government House Gravenstraat leads to the **Botanical Gardens**, passing on the way the **Masonic Lodge**, the **Roman Catholic Cathedral**, the **Museum**, and the **Military Hospital**. In the gardens, which are well laid out with a wealth of tropical palms and flowers, are the laboratories of the Agricultural Research Station. Near by is a neat **Javanese Settlement**, which is of great interest. From the Botanic Gardens the drive can be continued past the **Military Barracks** and Emigrants' Depot along the Palm Avenue to the Orphanage for British Indian children and through the picturesque streets to Saramacca Street, a busy thoroughfare running parallel with the river and crossing at the south a canal of the same name which links the Surinam and Coppename Rivers.

The great Combé road skirting Government House gardens on the north-west side passes through several plantations and leads to the ferry which crosses the river to the neighbourhood of Fort Amsterdam, whence the road is continued for miles up the left bank of the Commewyne River. Not far beyond the fort is **Marienburg**, a sugar plantation near which are some old coffee plantations all within compass of a two hours' expedition by motor-car from Paramaribo.

CHAPTER XVIII

THE PANAMA CANAL

The land divided, the world united

Motto of the Canal Commission

No visitor to the West Indies should miss the opportunity of inspecting the Panama Canal, which links the Atlantic and the Pacific Oceans.

The canal has, as foreshadowed by Captain Mahan, changed the Caribbean Sea 'from a terminus and place of local traffic, or at the best a broken and imperfect line of travel . . . into one of the great highways of the world'. It has been constructed in what used to be the Province of Panama in the Republic of Colombia, but is now the Republic of Panama. In the centre of that republic there is a strip of territory 10 miles wide and about 500 square miles in extent known as the Canal Zone, which is leased in perpetuity to the United States. Over it the United States have absolute control. Included in the Zone are the islands in the Bay of Panama called Perico, Naos, Culebra, and Flamenco. Colon, at the northern end of the Canal, and Panama at the southern, are nominally outside the Zone, but the United States are supreme in the all-important matter of sanitation, and have the right to maintain order in the event of the Republic of Panama being unable to do so. The total population of the Canal Zone is approximately 52,000.

The French contemplated making a sea-level canal; the Americans, on the other hand, decided in favour of a high-level one involving locks at either end. So the Chagres River has been dammed at Gatun and vessels are raised through a series of three locks, and then traverse a great lake thus formed for a distance of 24 miles until the backbone of the Isthmus is reached at Bas Obispo. Here they pass through an immense cutting—the famous Gaillard or Culebra Cut—on emerging from which they descend to the Pacific by three locks, one at Pedro Miguel and two at Miraflores.

Many people imagine that the Canal runs east and west. That is not the case. From Colon it runs due south as far as Gatun, and thence in a south-easterly direction. Not a little surprise is experienced by some visitors to Panama, when they see the sun rise over the Pacific Ocean.

The total length of the Canal from deep water in the Atlantic to deep water in the Pacific is $50\frac{1}{2}$ miles, or from coast to coast 42 miles. Below is a comparison between the Panama and Suez Canals:

	PANAMA	SUEZ
Length (miles)	$50\frac{1}{2}$	104
Depth (feet)	41	36
Least bottom width (feet)	300	147
Excavation (cubic yards)	251,041,504	80,000,000 ¹
Cost	\$368,543,000	761,522,220 fr.

¹ Original canal 25 feet deep.

The normal variation between high and low tide on the Atlantic side is about one foot; on the Pacific side it is about $12\frac{1}{2}$ feet, with occasional ranges of 21 feet. The mean level of the Pacific at the Isthmus is about 8 inches higher than that of the Atlantic.

HISTORY. It is believed that the Isthmus of Panama was first visited in 1499 by Alonso de Ojeda, who established a colony, which he called Nueva Andalucia, near Cartagena. Two years later Rodrigo Bastidas coasted along the Spanish Main as far as what is now Porto Bello, and in 1502 Columbus, coasting from Almirante Bay, founded the colony of Nombre de Dios in Porto Bello Bay. The settlement was destroyed by Indians, but re-established in 1510 by Diego de Nicuesa, Governor of the Spanish Province of Castilla del Oro, which included the countries that are now Nicaragua, Costa Rica, and Panama. In the same year Martin Fernandez de Enciso, with the survivors of Nueva Andalucia, founded the colony of Darien. After an insurrection he was succeeded in command by Vasco Nuñez de Balboa, who had accompanied Bastidas on his voyage in 1501. In 1513 Balboa crossed the Isthmus of Panama and discovered the Pacific Ocean. He was succeeded by Pedro Arias de Avila, who, in 1514, amalgamated the several colonies under the name of Tierra Firme, and five years later founded Panama City.

When the wealth of the newly discovered countries of the Pacific began to be developed, the route across the Isthmus became immensely important, and much treasure was transported over the Gold Road, as it was called, on mules.

Panama was included in the Viceroyalty of New Granada, which was established in 1728, and in 1819 it became part of the independent nation of Gran Colombia, and in 1831 of that of New Granada. In 1842 the provinces of Panama and Veragua seceded and formed themselves into the State of Panama, but they rejoined later. In 1857 Panama again withdrew, but soon returned to the Granadine Confederation, which in 1861 became the Republic of Colombia. The subsequent history of the country is closely wrapped up with that of the Panama Canal.

The idea of piercing the Isthmus was not by any means one of recent birth. It was talked of even in the days of Spain's greatness, when she was anxious to find a short trade route to the East Indies, though she subsequently found that the Isthmus helped her to protect her possessions in Peru. Porto Bello and Panama were strongly fortified, and treasure was, as we have seen, carried across the Isthmus—a hazardous journey—to be shipped to Spain.

It was not until the nineteenth century, when the United States began to feel the need for communication between their eastern and western seaboard, that the question of a canal came within the region of practical politics. Some favoured a Nicaraguan Canal. The Atlantic terminal of this would have been in a country over which Great Britain had long exercised control, and in 1850 the famous Bulwer-Clayton Treaty was signed by Great Britain and the United States, which provided that neither Government should ever obtain or maintain for itself any exclusive control of any canal connecting the Atlantic and the Pacific, or erect fortifications protecting it.

The rush of gold-seekers to California in 1849 led to the construction of the railway across the Isthmus of Panama by W. H. Aspinwall, H. Chauncey, and J. L. Stevens. Stevens secured a concession from the Government of New Granada in 1850, and five years later the first train crossed from ocean to ocean. Various canal schemes were now discussed, but it was not until the completion of the Suez Canal that they assumed definite shape. Then it was that Ferdinand de Lesseps came on the scene. He summoned a Congress in Paris in 1879, and two years later the *Compagnie Universelle du Canal Interocéanique de Panama* was floated. The railway was purchased for \$25,500,000, and work was begun in 1881 on a sea-level canal. An immense quantity of valuable machinery was sent out, and the

French engineers set about their task with the wonderful skill and perseverance to which their successors have since borne testimony. Owing, however, to the magnitude of the task and to speculation and fraud, the company was unable to stand the strain, and after spending \$300,000,000 it went into liquidation in 1889. The New Panama Company was formed to take over the assets, including the railway, which they continued to work; they also proceeded with the excavation to some extent. Then the war with Spain in 1898 gave the United States a further object-lesson of the need for a canal, one of their vessels, the *Oregon*, having to make a perilous voyage of 13,000 miles from the Pacific to the Atlantic, where the main fleet lay. A Commission was appointed to consider what would be the best route for a canal 'under the control, management, and ownership of the United States'. It favoured a Nicaraguan Canal, considering that the price demanded by the New Panama Canal Company (whose works, including the railway, they valued at \$40,000,000) was excessive. Realising how futile it would be to compete against a government canal, the New Panama Company immediately offered to sell at that price, and the purchase was duly authorised by the 'Spooner' Act of 1902. By the Hay-Pauncefote Treaty of 1901, Great Britain waived the right of joint control, it being agreed that the canal should be 'free and open to the vessels of commerce and of war of all nations . . . on terms of entire equality', and all that remained was for the United States to make a satisfactory arrangement with Colombia.

A treaty was then negotiated with that country whereby the United States were to pay \$10,000,000, and an annual rent of \$100,000 after nine years for a strip of land ten miles wide, extending from ocean to ocean. Colombia refused to ratify, and a few days later the Province of Panama declared her independence, which was at once recognised by the United States, and within a few months a treaty was negotiated with the new-born Republic and ratified, by which the Canal Zone was leased to the United States for \$10,000,000, and an annual payment of \$250,000 at the end of nine years. Thereafter work steadily proceeded, and on October 10th, 1913, the final obstruction in the canal was blown up by President Woodrow Wilson, who, by pressing an electric button at Washington, closed a circuit of over 4,000 miles of telegraph line and cable and ignited an immense charge of dynamite, which destroyed the last dam across the Culebra Cut. The Canal was opened for traffic in 1914.

HOTELS. Colon. The *Washington Hotel*, operated by the Panama Canal Company, is by far the best. It was opened in 1913

and has accommodation for 180 guests. In **Ancon**, Canal Zone, is the Government Guest-house, better known as the *Tivoli Hotel*, with 125 rooms. A number of privately owned hotels operate in both Panama and Colon cities. The Y.M.C.A. is well represented throughout the Canal Zone. U.S. currency is used.

COMMUNICATIONS. Colon and Cristobal can be reached, without change of steamer, from England and America. They also enjoy **Air transport** facilities, and opportunities are afforded to visitors of inspecting the Panama Canal from the air. **Motor-cars** are abundant.

The **Panama Railroad** affords opportunities for reaching various points of interest on the route of the canal.

SPORTS. Bathing, Boating, Fishing, Riding, Golf, Baseball, visiting the Canal and historic spots, **Horse-racing**, **Lawn-tennis**, and participation in the native *fiestas* are among the most usual diversions. The presence of large Army and Navy forces adds to the social gaiety of life.

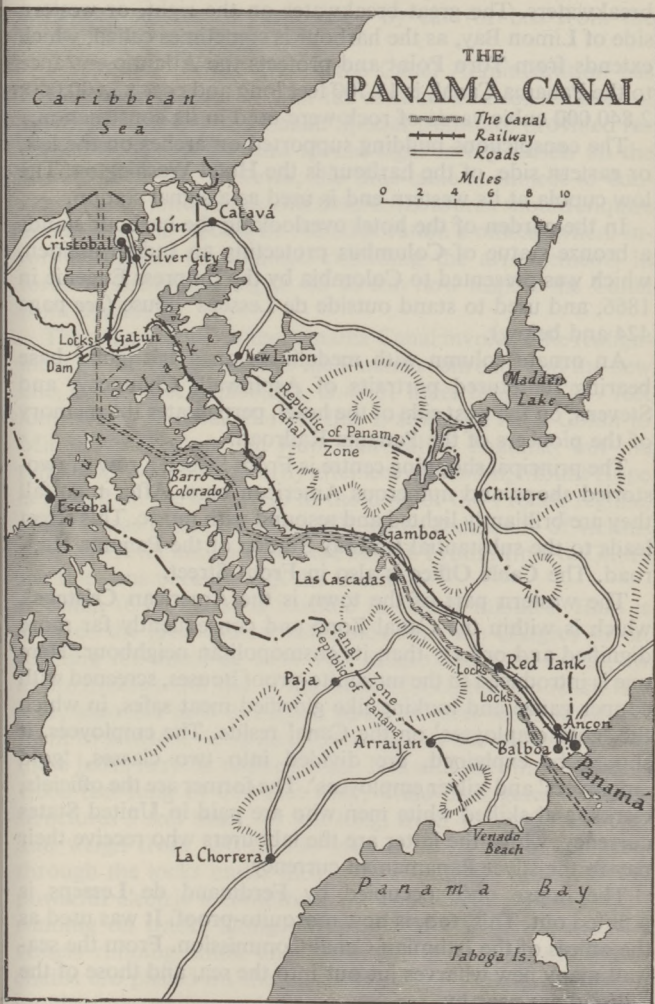
CLUBS. The **Strangers' Club** at Colon welcomes visitors. At Cristobal there is a Y.M.C.A., which also shows hospitality to visitors.

SIGHTS. **Colon**, formerly called Aspinwall after one of the founders of the Panama Railroad (*see* page 424), stands on Manzanillo Island. Formerly a hot-bed of yellow fever and malaria, it is now quite healthy, the dismal swamps which once separated it from the mainland having been drained and active measures having been adopted to exterminate the mosquitoes with which it was once infested.

The town was destroyed by fire in 1885, but was soon rebuilt. In 1915 it suffered from a further conflagration, which involved the loss of property to the value of \$3,000,000. Four hundred and thirty buildings covering twenty-two blocks were burnt out on this occasion. The fire extended from the north-west corner of 8th and Bolivar Streets to 14th Street, and twelve buildings had to be destroyed by dynamite to check its course.

The weather being generally hazy off the coast, the first objects sighted at Colon are usually the structures on the breakwaters and the tall wireless masts, and then the masts and funnels of steamers lying alongside the wharves.

As steamers approach the shore they pass between two



breakwaters. The great breakwater on the right, or western side of Limon Bay, as the harbour is sometimes called, which extends from Toro Point and protects the Atlantic entrance to the Panama Canal, is 11,700 feet long and cost \$5,500,000; 2,840,000 cubic yards of rock were used in its construction.

The conspicuous building supported on arches on the left, or eastern side, of the harbour is the **Hotel Washington**. The low cupola at its western end is used as a signal station.

In the garden of the hotel overlooking the harbour stands a bronze statue of Columbus protecting an Indian maiden, which was presented to Colombia by the Empress Eugénie in 1866, and used to stand outside de Lesseps' house (*see* page 424 and below).

An ornate column with medallions on a triangular base bearing sculptured portraits of Aspinwall, Chauncey, and Stevens, on the west side of the hotel, perpetuates the memory of the pioneers of the Panama Railroad.

The principal shopping centre is Front Street, a row of two-storied shops and numerous American bars. After nightfall they are brilliantly lighted and resound with music. This street leads to the substantial **Railway Station** of the Panama Railroad. The **Cable Office** is also in Front Street.

The western part of the town is the American **Cristobal**, which is within the Canal Zone and consequently far more dignified and orderly than its cosmopolitan neighbour. Here one is introduced to the mosquito-proof houses, screened with copper gauze and looking like glorified meat safes, in which the 'gold employees' on the Canal reside. The employees, it should be explained, are divided into two classes, 'gold employees' and 'silver employees'. The former are the officials, clerks, and skilled white men who are paid in United States currency, whilst the latter are the labourers who receive their pay in the silver Panamanian currency.

The house once occupied by Ferdinand de Lesseps is pointed out. This, too, is now mosquito-proof. It was used as the offices of the Isthmian Canal Commission. From the seawall many new wharves jut out into the sea, and those of the railroad are near by.

The U.S.N. submarine and naval base at **Coco Solo** should

be inspected. It can be reached by car (or bus from the Y.M.C.A.) in 20 minutes.

Part of the programme of the Canal Administration has been to do all that it can for the comfort and convenience of visitors to the Panama Canal. Special trains are provided for them on the railroad and special sight-seeing vessels on the Gatun Lake. As, however, the time-table is subject to considerable variation from time to time, the tourist should enquire about it at the station or Administration's offices, where information can be obtained regarding the arrangements in force. Those preferring to do so can now inspect the Canal from the air.

The construction of the Panama Canal involved the realignment of the greater part of the Panama railroad, and the new line, which cost \$8,866,392, is 47·61 miles long, or 7·39 feet longer than the old. The old line is still used from Colon to Mindi (4·17 miles) and from Corozal to Panama; but the remainder is all new. Shortly after leaving Colon, Mount Hope is passed on the left. Here in the days of the French régime, when it was called Monkey Hill, many thousands of victims of yellow fever and disease were buried. From Mindi to Gatun the line runs parallel with the Canal.

Gatun (6·79 miles) is reached in fifteen minutes. Here is situated the great dam which holds back the Chagres River, forming an immense lake 164 square miles in extent, or approximately the size of the Lake of Geneva. To reach this lake, steamers pass through a series of three locks which lift them to a height of 85 feet. Some idea of the colossal size of these locks may be realised when it is said that they are each 1,000 feet long by 110 feet wide, while their gates are steel structures 7 feet thick, 65 feet long, from 47 to 82 feet high, and weigh from 390 to 730 tons each. Ships do not pass through the locks under their own power, but are towed by powerful electric locomotives, or 'mules' as they are called, running on tracks along the lock walls. To avoid risks of vessels running amok and ramming the lock gates, fender chains are placed on the up-stream side of the guard gates, besides intermediate and safety gates. These chains are lowered into grooves in the lock floor to enable vessels to pass, and are

then raised again by machinery. Special emergency dams of an elaborate nature are also provided. The entire lock machinery is operated by electricity generated by the overflow from the Gatun Lake. The operation of opening the lock gates, filling and emptying the lock chambers (each containing from $3\frac{1}{2}$ to 5 million cubic feet of water), and raising and lowering the fender chains, weighing 24,098 lb., can be controlled by one man in a conning tower at each group of locks.

The **Gatun Dam**, which unites the hills on either side of the lower end of the Chagres valley, is nearly $1\frac{1}{2}$ miles long and $\frac{1}{2}$ mile wide at the base, 400 feet wide at the water surface and 100 feet at the top. It is formed of a mixture of sand and clay dredged by hydraulic process and placed between two large masses of rock, etc., obtained by steam-shovel excavation at various points along the canal. In all, about 21,000,000 cubic yards of material were used in its construction. In the centre of the Dam is the **Spillway**, a concrete-lined channel nearly 1,200 feet long and 285 feet wide, which carries off the surplus waters of the lake and regulates its depth. To the north of this spillway is the electric generating station which provides the Canal Zone with light and power.

Vessels proceed across this great lake from Gatun to Gamboa along a dredged channel, defined by a succession of small lighthouses. From the surface of the water elsewhere project the gaunt stems and leafless branches of tall forest trees left to decay, and small islands—the summits of submerged hills—densely clothed with tropical vegetation. People wonder what will be the ultimate fate of the fauna which sought these havens as the flood rose higher and higher. One of these islands is used as a sanctuary for birds, beasts, and insects.

Canal Villages, in the Canal Zone near the terminals and locks, contain quarters for the employees and the necessary public buildings. Each principal village has its community club-house, commissary store, school, churches, dispensary for free medical service, restaurant, lodge halls, etc. All the industrial life is controlled by the Government, which has acquired the title to all land within the Zone. Only people connected with the operation and protection of the Canal live in the Zone.

At Gatun the line leaves the Canal and turns east along Gatun Ridge, and then south again, crossing the Gatun Valley by several embankments and a steel girder bridge with a movable span, to **Monte Lirio** (14.48 miles), after which it skirts the east shore of the Gatun Lake past **Frijoles** (20.92 miles) and **Caimito** (26.13 miles) to the **Gaillard Cut**, which begins at **Bas Obispo**.

The great **Gaillard** or **Culebra Cut** is quite the most striking feature of the Canal. It is no less than 9 miles long, and the total excavation which it involved was over 230,000,000 cubic yards, of which 20,419,720 were removed by the French.

This great cutting, affectionately known to the Canal employees as the 'Big Ditch', is the wonder of the Canal. So immense is it, that during the construction period one had, from above, to gaze at it for some minutes before the thousands of workers, the dirt trains, and the steam shovels could be distinguished. To quote Sir John Foster Fraser:

The Culebra Cut is not within the range of the comprehension of the ordinary person. To delve through hills for 9 miles; cut a channel with an average depth of 120 feet, with a minimum width of 300 feet; to slice through the continental divide, **Gold Hill** and **Contractors' Hill** separating the watersheds, towards the Pacific and Atlantic; remove a clear depth of 375 feet of hill; haul away about 100 million cubic yards of rock and earth—nearly half the total excavations in the Canal construction—have the work constantly checked by thousands of tons of the hill-sides sliding into the Canal, bringing into the Cut streams which had been diverted, and threatening to flood the workers out: there is something dramatic, majestic and occasionally terrible in it all.

Originally known as the Culebra Cut, it was, on April 17th, 1913, renamed by President Woodrow Wilson the **Gaillard Cut**, after **Lieut.-Colonel D. D. Gaillard**, of the Corps of Engineers, United States Army, who was in charge of the work from 1907 until its virtual completion in 1913.

To appreciate the immensity of the Cut one must pass through it in a steamer and see the mighty precipices of **Gold Hill** and the famous **Cucaracha Slide**, which threatened at one time to frustrate the work of the engineers and overwhelm the Canal. It may be recalled that prior to the passage of H.M.S.

Renown, with the Prince of Wales, afterwards King Edward VIII and now Duke of Windsor, on board, and her escort H.M.S. *Calcutta* through the Canal on March 30th, 1920, the channel was blocked for several hours by a huge boulder estimated to weigh fully 50 tons. To obviate such interruptions to traffic the work of removing the hill-side by hydraulic washing proceeds by night as well as day.

Leaving the Canal at Bas Obispo, the railway cuts through a ridge of solid rock behind Gold Hill, and eventually runs down the Pedro Miguel Valley to Paraiso. Here is the **Pedro Miguel** (popularly known as 'Peter McGill') Lock, similar in construction to those at Gatun, which lowers vessels $30\frac{1}{2}$ feet to the Miraflores Lake. This lake is formed by dams connecting the walls of the **Miraflores Locks** with the high ground on either side. The dam to the west is of earth, and is about 2,700 feet long, with a crest 15 feet above the level of the lake, while that to the east is formed of concrete (about 75,000 cubic yards) and is about 500 feet long. The Miraflores locks, two in number (and both duplicated), lower vessels $54\frac{2}{3}$ feet to the level of the Pacific. At night the locks are brilliantly illuminated, and pilots are informed which of them the vessels under their charge are to enter by gargantuan arrows lighted by electricity.

The dam which kept the waters of the Pacific from these locks during the construction period was successfully blown up by dynamite in the presence of a large crowd of spectators on August 31st, 1913. About 37,000 lb. of 45 and 60 per cent. dynamite were used, the charge being placed in 541 holes at an average depth of 30 feet. Said the *Canal Record*:

At the time of the explosion the water in the channel, south of the barrier, was nearly at low tide. The dynamite tore a gap in the dyke about 100 feet wide, but as the bottom of the gap was still at some height above the existing tide level, no water passed through. An 18-foot tide was predicted for Sunday, with its maximum at 3.12 p.m., so that before high tide, water was expected to flow over the gap in the dyke. This expectation was fulfilled a little earlier than was anticipated, for at 1.35 p.m. the water in the sea-level channel was nearly even with the top of the gap. At this moment a man with a shovel made a small trench across the dyke through

which a small stream of water began to flow. This rapidly increased in size until forty minutes later an opening 30 feet wide had been made, through which a torrent of water poured in a 30 or 35 feet fall. The rush of water ate away the sides of the opening steadily, carrying large sections of the dyke, including trestle bents and other debris, into the pit. The increasing volume of water filled the pit rapidly, and at 3 o'clock, one hour and twenty-five minutes after the water first began to flow over, the level in the inside channel was that of the outside channel, while the gap had been widened to 400 feet or more.

From Paraiso the railway runs practically parallel with the canal to the terminals at Panama and Balboa.

The following table of distances in nautical miles from the nearest Canal terminal to ports of consequence may be useful for purpose of reference:

	<i>Miles</i>		<i>Miles</i>
Boston, Mass.	. 2,157	Liverpool	. 4,548
New York	. 1,974	Yokohama, Japan	. 7,682
Havana, Cuba	. 1,003	Hong Kong	. 9,195
New Orleans	. 1,403	Wellington, New	
Kingston, Jamaica	551	Zealand	. 6,505
St. Thomas	. 1,029	Sydney, Australia	. 7,674

Between New York and San Francisco the distance of 13,135 nautical miles by way of the Straits of Magellan has been reduced to 5,262 miles by the Canal, a reduction of three-fifths. From New York to Valparaiso the reduction by use of the Canal is 3,747 miles; to Callao, 6,250 miles; to Guayaquil, 7,405 miles; to Wellington, New Zealand, 2,493 miles; to Yokohama, 3,678 miles.

From Liverpool to San Francisco the distance by way of the Straits of Magellan, 13,502 miles, has been reduced to 7,836 by the Canal, a saving of 5,666 miles. The distance saved on the voyage to Valparaiso is 1,540 miles; to Callao, 4,034 miles; to Honolulu, 4,403 miles; to Wellington, New Zealand, 1,564 miles.

Panama (population about 120,000), the capital of the Republic of Panama, was built during the governorship of Fernandez de Cordova after the destruction of the earlier city

of the same name, which stood 4 miles to the west and was destroyed by Henry Morgan, the buccaneer, in 1671. It stands on a rocky peninsula at the foot of Ancon Hill (560 feet), which is recognised by geologists as being the cone of an extinct volcano. Since Panama gained her freedom from Colombia, the city has undergone many notable improvements, and the \$10,000,000 paid by the United States for the lease of the Canal Zone has enabled the Government to erect several handsome buildings which give the city a very different appearance from that which it latterly presented under the old régime. The United States, who have control in sanitary matters, paved the streets and provided the city with a modern system of sanitation and water supply which is now maintained by, and at the expense of, the local Government.

The houses, built of stone and roofed with red tiles, rarely exceed two or three stories in height, and their overhanging balconies emphasise the narrowness of the streets, which are remarkably picturesque. Opposite the railway station is the American suburb of Ancon, straggling round Ancon Hill, on which stands the mosquito-screened Tivoli Hotel and other buildings similarly protected. It is here that the hospital established by the French in de Lesseps' time is situated, amid avenues of cabbage-palms and grassy lawns, a feature of which is the abundance of a species of sensitive plant, the fronds of whose leaves instantly close up when they are touched.

The main thoroughfare of Panama is the **Avenida Central**, which, starting in a curve, leads to the Plaza de la Independencia, as the old Cathedral Plaza is now called, and to the Malecon, or sea-wall, beyond. A stroll down this street reveals the cosmopolitan nature of the city. The retail trade is largely in the hands of Chinese. Tempted by the improved condition of affairs in the country, celestials began to arrive in such numbers that it was deemed necessary to impose a head tax of \$250 on those arriving after 1904. This the newcomers pay willingly for the privilege of residing and carrying on trade in Panama. Here the West meets the East, and Spaniards, Italians, Frenchmen, and, indeed, representatives of every European country, and Negroes, rub shoulders with Indians and Chinese.

The Avenida Central is traversed by electric cars, which take one in a few minutes to the **Cathedral**. The chief features of this weather-worn building are the twin towers, the domes of which are encased in mother-of-pearl, said to have been brought across the Isthmus from the pearl fisheries of Margarita. The Cathedral was built at the expense of a Negro who was the son of a poor charcoal burner and rose to the position of Bishop of Panama. It took eighty-eight years to complete.

Other churches worthy of inspection are those of **San Felipe Neri**, with an arch dated 1688, near the Plaza Bolivar; **San Francisco**, in that Plaza, completed in 1740; **San José**, and **Santa Ana**, which has a handsome altar service of hammered silver. A visit should also be paid to the historic 'flat arch' of **Santo Domingo**, a church which was destroyed by fire in 1737. Only part of the walls and the arch now remain. This church was built by the Dominican Monks, who experienced great difficulty in designing and building a suitable support for the organ loft. Arch after arch was built, but each one collapsed. Then one of the monks happened to have a dream in which a perfect arch was revealed to him. On awakening next morning, he at once made a plan of this arch, which was duly constructed by the worthy monks. When the supports were about to be withdrawn, the monk, with folded arms, stood below the arch to show his confidence in its stability, and from that day to this it has remained in position, and has braved earthquakes, fire, and the scepticism of architects. This story recalls the courage of Sir Christopher Wren, who, yielding to the importunities of the Town Councillors of Windsor, added extra columns to their Town Hall, which he had designed. The Councillors declared that otherwise the floor would collapse; so Wren erected the columns. But he purposely made them too short, and to this day the floor remains as he made it, and there is a space between the ceiling and the columns.

Facing the Cathedral are several public buildings, and the **Episcopal Palace** and old **Government Palace**. Among the new buildings one of the most noteworthy in the neighbourhood is the handsome **Palacio Municipal** or City Hall.

At the lower end of the Avenida is a substantial group of

Government Buildings, at the back of which is the handsome **Teatro Nacional**, certainly one of the finest buildings of the kind in this part of the world. The palatial **Union Club** overlooks the harbour and bay.

The **Malecon**, or sea-wall, is a popular and fashionable promenade. To the west of it is another Malecon—that of **Las Bovedas**, under which are the old prisons. The view from these sea-walls of the Pacific (which, strange though it may seem to some expectant tourists, does not differ in appearance from the Atlantic) is very attractive. The islands in the bay are those of Naos, Flamenco, and Culebra, which have now been fortified by the United States, and Perico and the larger island of Taboga, which can be visited. These islands are believed to have been the outlets of the prehistoric volcano whose principal cone was Ancon Hill.

Those interested in educational matters should not fail to inspect the **Instituto Nacional**, Panama's University, which was opened in 1911. It occupies a palatial group of buildings at the foot of Ancon Hill.

Among the excursions that can be made from Panama is the drive to **Old Panama**, which can be reached by motor-car (enquiries should be made at the hotel) by quite a good road in about half an hour. The ruins of that historic city have been cleared of bush and can be inspected without discomfort. Old Panama was founded in 1519 by Pedro Arias de Avila, and was granted a charter two years later. Being the entrepôt of the trade with Peru, it soon became very wealthy. Here the treasure was transferred to mule-back, to be carried across the Isthmus to Cruces, whence it was conveyed to the fortified port of Chagres by boat, or to Porto Bello by the high road. The town was frequently attacked by pirates and buccaneers, and in 1671 it was sacked and completely destroyed by Henry Morgan, the buccaneer who lived to become Governor of Jamaica, and to receive the honour of knighthood.

Morgan, after capturing the castle of Chagres, marched across the Isthmus with a force of 1,200 men. After nine days of intense suffering through want of food they sighted the Pacific Ocean and the object of their walk. Then, to quote Esq uemeling:

A little while after they came the first time within sight of the highest steeple of Panama. This steeple they no sooner had discovered than they began to show signs of extreme joy, casting up their hats into the air, leaping for mirth, and shouting, even just as if they had already obtained the victory and entire accomplishments of their designs. All their trumpets were sounded and every drum beaten, in token of this universal acclamation and huge alacrity of their minds.

Fifty Spanish horsemen soon came out of the city 'preceded by a trumpet that sounded marvellously well', and threatened the buccaneers, saying '*Perros! nos veremos!*' (Ye dogs! we shall meet ye!), and immediately afterwards the city opened fire. On the following day the Governor of Panamá extended in battle array his forces, which consisted of 'two squadrons, four regiments of foot, and a huge number of wild bulls, which were driven by a great number of Indians with some Negroes and others to help them'. Fortunately the wild bulls were scared by the noise and did little harm. At the end of two hours, most of the Spanish horsemen were killed and the remainder fled. The Spanish losses comprised no fewer than six hundred dead besides wounded and prisoners. After resting awhile, the buccaneers marched courageously towards the city, which was stubbornly defended with 'great guns, at several quarters, thereof, some of which were charged with small pieces of iron, and others with musket-bullets', and after three hours' combat the Spaniards were compelled to deliver up the city, which was set on fire and destroyed.

The city had at this period eight monasteries, two stately churches and a hospital. 'The churches and monasteries were all richly adorned with altar-pieces and paintings, huge quantity [*sic*] of gold and silver, with other precious things.' The houses, which were built of cedar, numbered 2,000. The fire lasted for four weeks, but before it was extinguished the pirates decamped.

The tower of the old Cathedral is still standing, and scrambling among the ruins one can appreciate from the substantial nature of their fabric that old Panama was once a city of consequence. By the seashore on which egrets now sun themselves is a small posada where light refreshments be can obtained.

If time permits, a visit should be paid to the wharves at **Balboa**, the Pacific entrance to the Panama Canal, behind Ancon Hill, 2 miles to the west of Panama. Formerly known as La Boca, the place was renamed in honour of Vasco Nuñez de Balboa, the discoverer of the Pacific. It is now an important fuelling station, and has dry docks, repair shops, etc., for vessels using the Canal.

Balboa is perfectly laid out, with broad driveways and many open spaces, the most notable of which is the Prado. The houses are built of reinforced concrete. The handsome Administration Building on the top of a grass-covered hill, approached by three broad flights of steps on one side and a sloping motor road on the other, shows what noble structures can be made with that material. Roads, houses, and offices are all scrupulously clean, and make an Englishman ashamed of the mean and squalid appearance of so many towns in the British West Indies.

CHAPTER XIX

SOME WEST INDIAN INDUSTRIES

Sugar: Rum: Cacao: Bananas: Cotton: Balata: Petroleum:
Other Industries: Conclusion

SUGAR is the principal industry of the West Indies. The sugar-cane, which was known to the ancients in the East, was first introduced into the New World by the Spaniards, who were made acquainted with it through the Moors. As far back as 1578 there were twenty-eight sugar works in Cuba, and the cultivation of the sugar-cane spread rapidly to the other islands as soon as they were settled.

The first of a series of troubles that the industry had to face in the British colonies was the abolition of the slave trade in 1807, which was followed by that of slavery in 1834. The value of the estates and slaves was then estimated at £219,000,000; and though compensation to the extent of £16,640,000 was granted to the slave owners, this sum proved quite inadequate to make good their loss. Slavery continued in Cuba and elsewhere for many years, but a prohibitive tariff was imposed in the United Kingdom on slave-grown sugar, and thus for a time British planters enjoyed fair play. In 1846, however, the differential duty was lowered; and a few years later, the sugar duties being equalised, slave-grown sugar was admitted into the United Kingdom on the same terms as free-grown sugar, with disastrous results to the British producers.

No sooner was slavery abolished in Cuba in 1868 than another serious trouble had to be faced. The beetroot sugar industry on the Continent, encouraged earlier by Napoleon Bonaparte, was increasing by rapid strides under a system of bounties which enabled the foreigner to undersell the British producer in his own markets. In 1897-8 these bounties were supplemented by cartel bounties in Germany and Austria, which drove the price of sugar in Great Britain below the cost

of production. Owing to the existence of protective tariffs cartels or trusts, which consisted of sugar producers and manufacturers, were able to charge the home consumer such a high price for his sugar that they could export or 'dump' the balance of their output at a loss and yet realise a substantial profit from the transaction as a whole.

In 1897 the United States imposed countervailing duties on bounty-fed sugar. India followed suit in 1899, and in 1902, at a conference at Brussels, a Convention was signed by the principal sugar-producing Powers by which they agreed to abolish bounties from September 1st, 1903, and to render the existence of cartels impossible by limiting the difference between the customs and excise duties. Great Britain pledged herself not to give a tariff preference to British colonial sugar. A Penal Clause provided that the High Contracting States should impose a countervailing duty on, or prohibit the importation into their territories of, sugars from countries which granted bounties either on production or export. Though various modifications were made to meet her wishes after the Liberal Free Trade party had been returned to power, Great Britain withdrew from the Convention in 1913.

The Convention was denounced by France in 1917, and in 1918 the British Government gave formal notice of the withdrawal of their pledge not to give a tariff preference to colonial sugar.

In 1919 a preference of one-sixth off the duty was given to British sugar imported into the United Kingdom, and this was increased in 1925 to one-third off the duty and stabilised on the basis of £3 15s. per ton on sugar polarising 96° for a period of ten years. In 1932 the preference on colonial sugar was increased by £1 per ton with an additional £1 on rather more than the normal imports of colonial sugar, and in 1934 the tariff was readjusted, the preference being restored to its former figure of £3 15s. per ton and the additional preference increased to £3 per ton on 360,000 tons of colonial sugar.

By the Dominion Tariff Act of 1897, which came into force on August 1st of the following year, a preference of 25 per cent. was given to raw sugar from the British West Indies and to certain other British produce entering Canada. From July

1st, 1900, this was increased to $33\frac{1}{2}$ per cent., and on April 1st, 1907, by the Tariff Act of the preceding year, changes were made which had the effect of raising the preference to $37\frac{1}{2}$ per cent. Until the bounties were abolished British West Indian sugar found a better market in the United States, whose Government imposed a countervailing duty on bounty-fed sugar, but after their abolition and consequent upon the United States giving a preference to Cuban sugar and becoming self-supporting in regard to sugar supplies, British West Indian sugar began to go to Canada in increasing quantities.

In 1909 a Royal Commission was appointed to enquire into the question of closer trade between Canada and the British West Indies, and as the outcome a conference between representatives of each of the West Indian colonies (the Bahamas, British Honduras, Jamaica, and Grenada excepted) and Canada met in Ottawa in 1912, and an agreement was signed, providing for reciprocal trade between the British West Indies and Canada for a period of ten years. The basis of this arrangement was a mutual preference of 20 per cent. on the chief products of the countries concerned, with specific preferences on flour in the West Indies and on sugar in Canada, and the withdrawal of certain special privileges of the Canadian refiners.

At a second conference at Ottawa in 1920, at which all the West Indian colonies and also Bermuda were represented, a fresh agreement was signed, providing for a substantial increase in the mutual preferences, and in 1925, at a further conference, a third agreement was signed under which the preference on Empire sugar not above No. 16 Dutch Standard entering Canada was increased to \$1.00 per 100 lb.¹

Sugar from Puerto Rico and the Virgin Islands of the U.S.A. enters the United States free of duty, and sugar from Martinique and Guadeloupe is admitted duty free into France.

¹ The Dutch Standard consists of a series of sealed bottles containing sugar of various colours from almost black to white and numbered 1 to 32. The 'D.S.', as it is called, is regarded in the sugar world as an anachronism, its place having been taken by the polariscope, which defines the saccharine content of sugar scientifically; but it is still used in Canada for the protection of the refiners, sugar lighter than 16 D.S. being subject to a prohibitive Customs duty.

Cuban sugar receives a 50 per cent. tariff preference in the United States.

At an International Conference held in London in April-May 1937, an Agreement was reached by delegates from the principal producing countries for the restriction of exports of sugar for a period of five years with a view to raising prices to an economic level.

World War II here intervened, causing disruption of trade. Restriction of shipping prevented free movement of sugar from the West Indies, and in some areas production had to be curtailed, with the added necessity of storing raw sugar at the point of manufacture over long periods of time. The British Government generously paid for the losses entailed so as to prevent hardship. In the immediate post-war period, sugar shortages soon asserted themselves owing to the chaotic conditions in beet-growing areas and in the cane-sugar producing countries of the East Indies. The West Indies were called upon to make efforts to increase production. This has been steadily achieved in the face of difficulties, due principally to the advanced cost of new equipment and replacements and the unavoidable delays in delivery, with increased labour costs at every stage of production.

The production of sugar in the West Indies and British Guiana in 1950-51 was approximately:

	<i>Tons</i>		<i>Tons</i>
Cuba . . .	5,400,000	Martinique . . .	37,000
Puerto Rico . . .	1,300,000	Guadeloupe . . .	63,000
Santo Domingo . . .	475,000	Haiti . . .	48,000
British Guiana . . .	207,000	St. Kitts . . .	41,000
Trinidad . . .	147,000	Antigua . . .	31,000
Jamaica . . .	271,500	Virgin Is. of U.S.A. . .	11,000
Barbados . . .	187,000	St. Lucia . . .	10,500

Meanwhile, opportunity has also been taken to expand research work on a broad basis, centred at the Imperial College of Tropical Agriculture, Trinidad, and financed by joint contributions from Government, producers, and the commercial organisations concerned. Field research was also augmented in the different territories and, in particular, by the

expansion of the Cane Breeding Station in Barbados—recognised as providing the best nursery conditions for breeding work—to supply improved cane variety requirements of all the contributing colonies. Concomitant with these developments, West Indian producers organised themselves into a British West Indies Sugar Producers' Association, with affiliated branches for settling local problems and the collection of statistics of vital importance to the industry. Out of these forward movements have grown organised labour groups and unions for settling wage scales and disputes.

Still more recent is the conclusion of an Agreement between the British Government and the British West Indies Sugar Association for the purchase by the former, on an agreed remunerative basis over a period of years, of some 670,000 tons of West Indian sugar per annum. Other Commonwealth producers also share in this protective Agreement. It will ensure stability in an industry for which forward planning is essential, during a post-war period of probably fluctuating conditions over which the industry itself can exercise little or no control. With signs of over-production already visible in, Cuba the most important factor in the international sugar trade, the anxieties of British West Indian producers were fully justified in seeking such an Agreement.

Unfortunately, these commercial developments, together with the devaluation of sterling, have thrown up disturbing factors in the Canada–West Indies reciprocal trade relations referred to above, and which call for early solution in the interests of this mutually advantageous and historic relationship.

There are two methods of **Sugar Manufacture** in the West Indies, the modern vacuum-pan process (which yields raw sugar for refining, the familiar 'Demerara' sugar, or West India crystallised, and plantation white sugar) and the muscovado process, which has largely disappeared.

As every visitor will doubtless inspect one or more sugar factories during his stay in the West Indies, the following brief outline of these two methods of manufacture may be of interest.

The sugar-canes are grown from cuttings of the mature

canes. These take from twelve to eighteen months to reach maturity. They are then cut down by field labourers with cutlasses, trimmed and conveyed to the factory, in punts in British Guiana (where the conditions of the front lands closely resemble those of the Netherlands), and by light railways, motor trucks, or carts in the islands. They are then weighed, lifted out by machinery, and placed on the cane-carrier, an endless belt which conveys them direct to the mill. Here they are crushed by means of a succession of rollers, in some cases there being as many as four sets, which form with crushers a fourteen-roller mill. The megass or crushed cane is removed on another carrier direct to the furnaces in which it is used as fuel, the furnaces being specially built to burn green megass, thus obviating the necessity of drying it in the sun. The juice is then pumped up into clarifying tanks, in which it is treated with lime to separate the impurities from it. The pure liquor is now drawn through pipes into the triple or quadruple effect, an apparatus for economical evaporation consisting of a series of closed vessels in which the juice is boiled to concentrate or thicken it. The object of the triple or quadruple effect is to save steam, and consequently fuel. By producing successively lower boiling-points in the several vessels through reducing the air pressure in them, the vapour from the juice in the first when heated by steam is made to boil the juice in the second, and that from the second the juice in the third, to which a vacuum pump is attached.

The syrup, as the juice is now called, is then transferred to the vacuum pan, in which it is boiled at a low temperature until granulation sets in, this process being watched through a small glass window, and the progress of crystallisation being tested by a 'proof stick', which is inserted into the pan through valves and withdraws a sample of the liquor. The vacuum pan is then 'struck' or tapped at the bottom, the contents, now called 'massecuite', being transferred to the centrifugals—large drums with perforated or mesh sides, which are made to revolve about 1,200 times to the minute. The result of this operation is that the molasses is driven out of the drums by centrifugal force, leaving behind the sugar, which is mixed to secure uniformity of grade and colour and packed in bags. It

is then ready for shipment. A recent development is bulk loading direct in steamer holds. The manufacture of Demerara sugar and that of plantation white sugars is a variation of this process. The molasses, which is not such a valuable commodity as muscovado molasses, is reboiled, and made into second and third sugars, or, if prices favour it, is used to make rum, in the manner described below, or a cattle-food known as Molascuit, a commodity, patented by the late Mr. George Hughes, consisting of the inferior or cellulose fibre of the sugar-cane finely screened and then blended with molasses. Molascuit is now seldom made, most of the vacuum-pan molasses not required for rum manufacture being exported for conversion into industrial alcohol or used as stock feed.

In the small muscovado factories, which produced old-fashioned 'brown' sugar, the canes are crushed as a rule by three rollers only, the power being supplied either by wind-mill, the old-fashioned beam-engine, or a horizontal steam-engine. The dirty, greenish-coloured juice which is then expressed is heated up to the desired temperature, and passes into a tank called a clarifier, where it is mixed with a certain amount of lime. By this means the impurities are separated from it. The clarified juice then flows down to the 'copper wall', which consists of a series of three or more large open copper tanks, called 'tayches', in which the process of evaporating the liquor takes place, the juice being boiled in these tayches by a fire kindled under them and kept going with the megass or crushed cane, which is dried in the sun and used as fuel. The juice is ladled by dippers from the first tayche to the second, and so on to the third, in which the process of evaporation is generally concluded, though in some cases an extra pan heated by steam is used for completing the process. When the juice reaches a sufficient density it is ladled out and poured into large square boxes called coolers, in which it is allowed to crystallise. As soon as it becomes sufficiently solid it is dug out and put into large wooden casks called hogsheads, with perforated bottoms, which are placed on 'rangers' or rafters on the floor of what is known as the stanchion-room. Here it is left for two or three weeks and allowed to drain, the uncrys-

tallised sugar or molasses running out through holes guarded with plantain stalks into the tank below. After this the cask is headed up, and the sugar is ready for shipment. There are many different qualities of this muscovado sugar, the best being the lighter kinds, while the sugar from the bottom of the casks commands a lower price, and is termed 'foots'. This process has become extremely rare, and muscovado sugar is now usually dried in centrifugals (*see* above) and shipped in bags.

The larger of the muscovado steam plants referred to above have, in certain cases, been remodelled with more efficient crushing and evaporating plants, notably in Barbados, where the finished product is not sugar but table molasses made direct from the cane juice and known locally as syrup. It is exported under two grades, Fancy and Extra Fancy Molasses, principally to Canada, but also to the United States. The product finds a ready market in fishing and lumbering towns and villages, and in rural seaboard areas. In the cities, it meets with severe competition from tinned table syrups of various kinds. Formerly shipped exclusively in puncheons or barrels, present-day marketing conditions have brought about its availability in cans, packed principally by the large-scale importers for distribution where the puncheon or barrel package is not handled by the retail trade. The puncheon is now giving place to bulk shipment by tanker.

THE RUM INDUSTRY. Rum is said to have derived its name from 'Saccharum'. In the old days it was sometimes irreverently known as 'Kill-devil'. About the middle of the seventeenth century it was called 'Rumbullion', a Devonshire term for uproar or rumpus. An old West Indian work says, 'The chiefe fudling they make in the island is Rumbullion, alias, kill-devil, and this is made of sugar-canes distilled, a hott, hellish, and terrible liquor'. The Royal Commission on Whisky and other Potable Spirits which sat in 1909 accepted the definition of rum as 'a spirit distilled direct from sugar-cane products in sugar-cane growing countries'.

The usual method of **Rum Manufacture** is roughly as follows: Molasses, skimmings, etc., are mixed with water and sulphuric acid, and in British Guiana ammonia also, and this

'wash', as it is then called, is allowed to stand in large wooden vats, in which it ferments. In British Guiana this process requires about two days, and in Jamaica a week and upwards. When the fermentation ceases and the wash has settled, it is transferred to the 'still', a copper vessel preferably heated by fire underneath. The spirit is boiled off from the wash, and, after being rectified in a vessel containing vertical tubes surrounded with water, is condensed in a spiral tube cooled with running water. In some cases a 'Coffey' still is used. This is a vertical still consisting of two columns of considerable height, with an internal arrangement of alternate shelves. The wash is introduced at the top of the first, and drops from shelf to shelf until it reaches the bottom, meeting on its way down a current of steam, while the vapour from it passes to the bottom of the second column, where it is rectified by the cold wash passing through it in tubes, and condensed in the upper part. The process is continuous, and the separation is so complete that the hot spirit constantly passes off to the cooler from near the top of the second, while the waste liquor runs off at the bottom of the first. As it comes from the still the spirit is colourless, but prior to shipment it is coloured to meet market requirements with burnt sugar or molasses.

The main export markets are Great Britain and Canada. The figures fluctuate for various reasons. The high spirit duties in the former are an important factor in the trade. In bad business years exports fall, to recover when general trade brightens. In a good year, exports from British Guiana have been as high as 3,683,000 gallons and from Jamaica 2,300,000 gallons. Barbados is also exporting limited quantities of light rums.

THE CACAO INDUSTRY. The Spaniards were not only responsible for introducing sugar into the West Indies, but also cocoa, or cacao, to give the product its strictly correct name. The original home of this plant was probably in South America, and cacao is even now found in its wild state on the banks of the upper Amazon and in the interior of Ecuador. The Spaniards left behind them well-established cacao plantations—or cacao walks, as they were then called—in Jamaica, and the cultivation of the plant spread rapidly to the other

islands. The principal exports of cacao from the West Indies in 1949-50 were approximately as follows:

	Cwt.		Cwt.
Trinidad . . .	144,624	Jamaica . . .	23,303
Santo Domingo . .	357,715	St. Lucia . . .	5,718
Grenada . . .	48,482	Dominica . . .	2,948
Haiti . . .	33,262		

The cacao plant (called by Linnæus *Theobroma*, the food of the gods) is an evergreen which grows to the height of 15 to 30 feet, with bright-pointed leaves from 8 to 20 inches long. The flowers and fruit, which it bears at all seasons of the year, grow off the trunk and the thickest part of the branches with stalks only an inch in length. The fruit is a large five-celled pod from 7 to 9½ inches in length and 3 to 4 inches in breadth, the colour varying from bright yellow to red and purple. Cacao plants in suitable positions begin to bear fruit in about the third or fourth year after they are planted; but to strengthen the tree the flowers are cut off for the first few years, and as a general rule a cacao plantation does not begin to bear to any appreciable extent until its fifth year, the yield increasing gradually until its twelfth year. On some estates there are trees a hundred years old still producing, though on a reduced scale, the finest cacao.

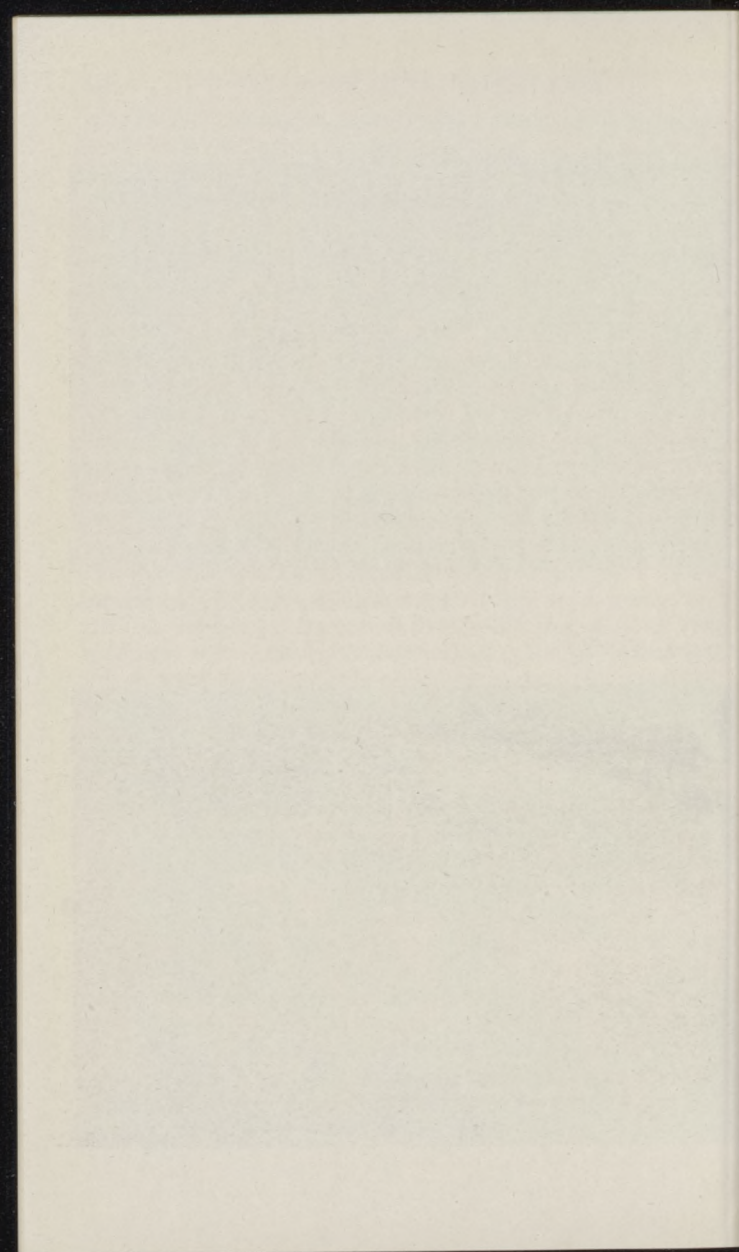
The principal crop begins in October and November, and continues till the end of April, while there is a smaller crop in June. The ripe pods are gathered with cutlasses and piled in heaps. These pods, which contain about 1¼ oz. of dried beans, are then broken and the beans are collected in baskets and removed to the 'sweating' house, where the pulp which surrounds them is removed by the process of sweating or fermentation. The beans are packed closely together in boxes and covered with plantain leaves, and left for four days or a week, being, however, occasionally 'turned over' during that time. Fermentation takes place, and the beans are then spread out on large flat trays called 'barbecues' or 'boucans'. On these trays they are 'danced', that is to say, the black labourers dance or trample on them in order to remove the dry pulp, and the



PICKING SEA ISLAND COTTON

COCOA BEANS





beans are then dried in the sun. The boucans have sliding roofs, which are closed over them when, as is often the case in the middle of the day, the sun is too powerful, or when it comes on to rain. In some cases artificial drying apparatus is used. When the cacao is quite dry or 'cured', it is shipped in bags, each bag containing roughly $1\frac{1}{2}$ cwt.

In the United Kingdom, Empire cacao enjoys a tariff preference of 2s. 4d. per cwt., and under the trade agreement with Canada (*see* page 440) British West Indian cacao is given an exclusive preference of \$2 per 100 lb. in the Dominion.

During the depression of the '30's, the industry suffered a setback due to low prices and competition from the more cheaply produced West African product. Production declined, accentuated by previous cultural neglect and later by the appearance of Witchbroom disease in Trinidad, which had made serious inroads into the industry in neighbouring Surinam. The return of more remunerative prices and the outbreak of a new disease (Swollen Shoot) in West Africa provided a stimulus to rehabilitation of abandoned areas and the inauguration of research schemes, jointly financed as with sugar, leading to improved cultural techniques and especially the multiplication of disease-resistant and heavier producing strains. Already large numbers of plants from tested trees have been propagated and distributed to planters. While this work is of special interest to Trinidad, where it is centred at the Imperial College working in collaboration with the Department of Agriculture, it will also benefit other British West Indian and Empire producing colonies.

THE BANANA INDUSTRY. In Jamaica the banana industry has assumed enormous proportions, the exports in 1937 exceeding 26,900,000 bunches. The industry has since received a severe setback due to Panama disease, which will be referred to later.

Many years ago the late Captain Baker, commander of a schooner trading between Jamaica and America, was in the habit of taking back to his native town a few bunches of bananas. He found that they stood the journey well, and were so much appreciated by his friends that he decided to make regular shipments; and from such small beginnings has arisen

the United Fruit Company, with its huge fleet of fruit-carrying steamers.

The industry received an impetus in 1900, when the Imperial Direct West India Mail Service Company was formed and granted a subsidy of £40,000 per annum for ten years to buy and carry 20,000 bunches of bananas every week from Jamaica to the United Kingdom. At first doubts were expressed as to whether it would be possible to bring the fruit in good condition to Avonmouth, the terminal port, but the late Sir Alfred Jones, the originator of the enterprise, overcame all obstacles and a successful trade was established. Elders and Fyffes now have many steamers bringing bananas from Jamaica and Central and South America to England and the continent of Europe, and in 1929 the Jamaica Direct Line was established as a co-operative enterprise to carry Jamaica bananas to England and Europe. Following the visit to Jamaica of a Commission in 1935, the co-operative company was reconstituted as a trading concern, and a marketing agreement was arrived at with other companies in the trade (including the Standard Fruit Company, which had entered the business) in the following year. Some of the other islands, prior to World War II, gave the industry a trial, but at the present time Dominica is practically the only one where it looks promising with the Lacatan variety, which is resistant to Panama disease.

The Jamaica banana, which is the variety known as the *Gros Michel*, is cut when it is about three-quarters full, and consequently tourists must not expect to see the fruit of the familiar yellow colour on the trees in Jamaica, but quite green. The smaller Canary banana (*Musa Cavendishii*) was exported from Barbados many years ago, but the industry was suspended owing to lack of shipping facilities. The two kinds of bananas were existing in the West Indies when Père Labat visited the islands in 1696. The larger species was known to him as the *bananier* and the small as the *figuier*. He tasted both, but preferred the latter, which he described as '*amie de la poitrine*'. Unlike the Jamaica variety, which grows to a height of 20 feet, the Canary banana tree does not exceed 10 or 12 feet.

Normally, British bananas enjoy a tariff preference of 2s. 6d. per cwt. in the United Kingdom and 50 cents per stem or bunch in Canada. Since the last war, special purchase agreements have been made with the United Kingdom Government, as is the case with sugar.

The banana tree is cultivated from suckers which spring from the underground bulb of the growing plant, the surplus suckers not required for fruit formation being used for replanting. The tree, which only carries one bunch, takes about twelve months to reach the stage at which the fruit is fit to be gathered for markets across the sea. The bunches before they are shipped are checked as to size, a full-sized or 'straight' bunch having at least nine hands, or groups of from fifteen to twenty 'fingers' each, on it, and these of course fetch the highest price. Bunches of bananas, when mature, weigh 40 to 60 lb. each, and it is surprising to see how easily the black women pick them up and carry them on board ship on their heads.

The principal commercial variety, the Gros Michel, is so subject to Panama disease, which is caused by a soil fungus, that the well-established industry in Central America and Jamaica has for long been on the look-out for a resistant variety with the same travelling and marketable qualities. Accordingly, breeding work has been in progress with the object of obtaining such a variety. Efforts so far have not been successful, but a systematic global search has resulted in the discovery of several promising varieties. The best of these is the Lacatan which, while not possessing the same high qualities as Gros Michel, is regarded as a reasonably worthy substitute. Meantime, research work is proceeding at the Imperial College, Trinidad, and in Jamaica, where much land formerly in bananas is being cultivated with sugar-cane.

THE COTTON INDUSTRY. About a century ago the West Indies were the chief source of Great Britain's cotton supply; but cultivation extended rapidly in America, and prices fell to such a low level that the West Indian planters found it more profitable to turn their attention to sugar and other crops. Carriacou, a dependency of Grenada, was the only island which continued to produce it. The variety known

as 'Marie Galante' is produced there, and also in Grenada and to a smaller extent in St. Vincent. In 1901 a shortage in the American cotton crop was followed by wild speculation, and prices rose very rapidly. There was a serious cotton famine in Lancashire, and the British Cotton Growing Association was formed in Manchester to promote the growth of cotton in British dominions and consequently to render Great Britain less dependent on foreign countries for her cotton supply. The West Indian planters very readily experimented with cotton seed imported from the United States, and, with the help of the Imperial Department of Agriculture, the cotton industry has been successfully re-established in Barbados, St. Vincent, Antigua, St. Kitts, Nevis, and Montserrat, to the soil and climate of which the Sea Island variety—a native of the first-mentioned island, as its name, *Gossypium barbadense*, implies—is particularly well adapted. This cotton differs from American upland cotton, having a longer fibre or staple and being used for a different purpose, such as making Brussels lace, voiles, handkerchiefs, hosiery, underwear, and sports' garments. Moreover, it commands a much higher price.

The production of Sea Island cotton is controlled by the West Indian Sea Island Cotton Association, formed in 1933 with branches in the cotton-producing islands and an Advisory Committee in England. For 1949–50 the production was approximately :

	lb.		lb.
Montserrat . . .	353,924	Antigua . . .	776,000
St. Vincent . . .	342,000	Anguilla . . .	3,900
St. Kitts . . .	121,000	Barbados . . .	35,000
Nevis . . .	127,000	St. Lucia . . .	21,400

Antigua and Montserrat are now the largest producers. In general, the seed is planted so that rainfall may be adequate during the period of growth and yet permit the crop to be harvested during the dry season. It is best planted 20 inches apart, in rows which are 5 feet apart, four seeds being planted in each hole, 6 lb. of seed per acre being thus used. As soon as the plants are a fortnight old the weakest ones are pulled out,

leaving the two strongest in each hole, and a fortnight later the weaker of the two remaining plants is removed. In bloom, the fields are a beautiful sight with their masses of pale primrose-coloured blossoms. The flowers are followed by seed-pods or bolls, containing seeds to which the cotton is attached. This is the critical period, as heavy rains or high winds may damage, if not ruin, the crop. The picking is conducted by men, women, and children, and expert labourers are able to pick about 150 lb. of seed-cotton per day. They hold the boll firmly with the left hand and remove the seed-cotton with the right. The cotton is then sunned until it is thoroughly dry; any that is stained—and immature bolls—being removed, and any cotton which has fallen to the ground and has got mixed with earth or sand is 'whipped', a process which involves striking handfuls of seed-cotton with a whipping motion on wire netting. The seed-cotton is then conveyed to the ginnery.

The first ginnery to be erected since the reintroduction of the cotton industry was established in St. Vincent in 1901, and now there are ginneries in each of the principal cotton-growing islands. The ginning factories usually contain three stories. On entering the factory the cotton is weighed and hoisted to the top floor or cotton loft. In this the cotton is temporarily stored and spread out to dry; it is then transferred to the gins in the second story by shoots passing through the floor, directly over the gins. The labourers at work in the loft, filling the shoots, have also to pick out any motes or discoloured cotton that may have escaped the pickers and assorters. As soon as the gins are started, the feeders take the cotton from the shoots through a small hinged door, which can easily be shut in case of fire. On the seed-cotton being fed to the gins, the lint is separated from the seed. The former passes over a leather roller and drops on to an endless conveyor, while the seed falls through the grids on to an inclined plane, and passes through the floor to the lowest story. While the lint is on the conveyor, any motes or other impurities are watched for and picked out. From the conveyor the lint is taken to the baling-room, where it is baled under pressure. It is then ready for shipment. The seed is delivered to mills, where it is crushed, the edible oil extracted and the cake used for stock feed.

THE BALATA INDUSTRY. A balata industry exists in British Guiana. Balata is a gutta-percha-like substance which is tapped from a forest tree known as the Bullet tree or *Mimusops globosa*. It is used for insulating purposes, and also in the manufacture of belting and boots and shoes. Expeditions start periodically to the interior to collect the substance. The tapping of balata trees is done with the cutlass, incisions being made not more than $1\frac{1}{2}$ inches wide, about 10 inches apart, in a 'feather-stitch' pattern up the trunks of the trees. The latex runs in zigzags from cut to cut into a calabash at the base of the tree. The latex is collected from the calabashes into gourds (goobees), and then it is taken to the camp, where it is poured into shallow trays (dabrees) that hold from 5 to 30 gallons. The latex coagulates in these trays and the balata is taken off in sheets, dried and despatched to town for transshipment. The labourers are paid by results according to the amount of balata collected. The exports from British Guiana in 1949 amounted to 710,653 lb.

THE PETROLEUM INDUSTRY. As far as the West Indian islands are concerned, this is practically confined to Trinidad, though there are refineries in Curaçao and there is drilling in Barbados. As far back as 1807, Dr. Nicholas Nugent noticed the resemblance between part of Trinidad and the country bordering on the Gulf of Taman in Crim Tartary, where 'springs of naphtha and petroleum equally abound'.

The earliest attempt to obtain oil in the island was made by the Merrimac Company, which experimented with the production of it from asphalt by a process of distillation in 1856-7; but this did not prove a success. Then the Trinidad Petroleum Company was formed in London with a capital of £250,000, and drilling was started at La Brea in the 'sixties. Oil was struck, but competition with the new oilfields in the United States proved too formidable, and this, coupled with other causes, compelled the company to go into liquidation. The next attempt to win oil was made in 1866, when a civil engineer named Walter Darwent proceeded to Trinidad, and started boring at San Fernando and Aripiero. Mr. Darwent struck oil, but had not achieved much success when he died in the island in 1868.

For some years nothing more was done, but in the 'seventies a hunter brought a sample of oil to the Warden of Mayaro, alleging that he had found quantities of it in the forest. The sample was sent to the Governor who forwarded it to the Secretary of State for the Colonies; and in due course it was submitted to an expert. The quality of it was so superfine that the expert declined to believe that it was crude petroleum, and declared that it was artificial. In spite of this discovery of oil, no one could be induced to credit the possibility of the establishment of a local petroleum industry, much less invest money in attempts to recover oil. There was, however, one exception, Mr. Randolph Rust, a man of irrepressible energy and optimism, who constituted himself a missionary of the reputed oilfields. In spite of discouragement, which he met with on every side, and in spite, too, of ridicule, he was determined to prove the existence of oil in paying quantities, and in partnership with Mr. Lee Lum he imported oil-drilling machinery into Trinidad, and started boring in Aripéro. In 1901 oil was successfully struck there, and in the following year Canadian support was enlisted, and boring operations were conducted with success at Guayaguayare, in the south-east corner of the island, by the Oil Exploration Company of Canada. Their concession was subsequently acquired by the General Petroleum Properties of Trinidad, Ltd., which in turn disposed of the property to Trinidad Leaseholds, Ltd. (*see* page 138).

The 12th Earl of Dundonald was also an oil pioneer. In 1907 a new Trinidad Petroleum Company started to bore on land owned by him and Dr. de Wolf near the Pitch Lake with so great a measure of success that they were very soon able to dispose of the venture to the Trinidad Oilfields, Ltd., a company which was successfully floated in 1910. This was the signal for the start of a boom in oil-bearing lands and licences in Trinidad. Within a year, companies with a nominal capital of upwards of £2,500,000 were formed.

Development work steadily proceeded, and in addition to the above-mentioned Canadian and English companies, the concessionaires of the Pitch Lake were boring for oil under the name of the Trinidad Lake Petroleum Company, Ltd., and meeting with very favourable results.

On April 20th, 1911, a small party of guests visited Brighton, Trinidad, at the invitation of the Trinidad Lake Petroleum Company, Ltd., and witnessed the inauguration of the local petroleum industry by the Governor, the late Sir George Le Hunte, who turned the tap at the extremity of the pipe-line belonging to that company and allowed the first Trinidad petroleum to be shipped on a commercial basis to flow into the tank steamer *Prudentia*, which, on the following day, sailed with a cargo of 3,800 tons of crude oil for Perth Amboy, New Jersey.

There is great activity in the oil industry at present, and Trinidad exports reached the figure of 20,632,421 barrels in 1950.

OTHER INDUSTRIES. Among the older industries, some particulars of arrowroot will be found on page 187; of nutmeg on page 165; of the turtle industry on page 295; and of the salt industry on page 292. Certain others have come into greater prominence, largely as a result of World War II, and with assistance, in some cases, under the Colonial Development and Welfare Act and the Colonial Development Corporation, to both of which reference is made in the Introduction. The overall efforts include: extension of the rice industry in British Guiana by improved drainage and irrigation works, the use of mechanical implements in the field and modern milling; bauxite, other mineral and timber developments in British Guiana; bauxite concessions in Jamaica; livestock expansion in most of the territories; general agriculture in British Honduras; and minor industries of one kind or another, handicrafts in particular. Recently, too, legislation has been enacted in the larger territories, under an Aid to Pioneer Industries Ordinance, which enables the granting of concessions and specific reliefs from taxes and customs duties for the encouragement of secondary industries.

CONCLUSION. Finally, of all the expanding activities in the West Indies, none is attracting greater publicity than the further development of the Tourist Industry. It is to the interests of this industry that this *Guide* is largely dedicated.

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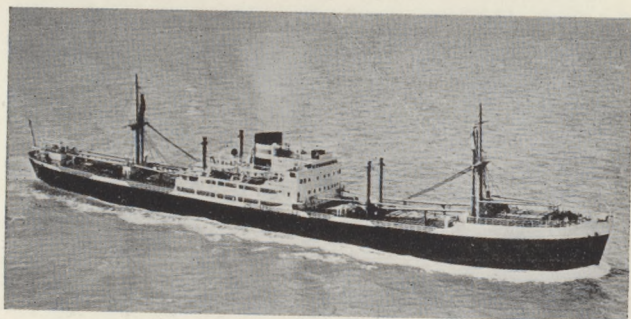
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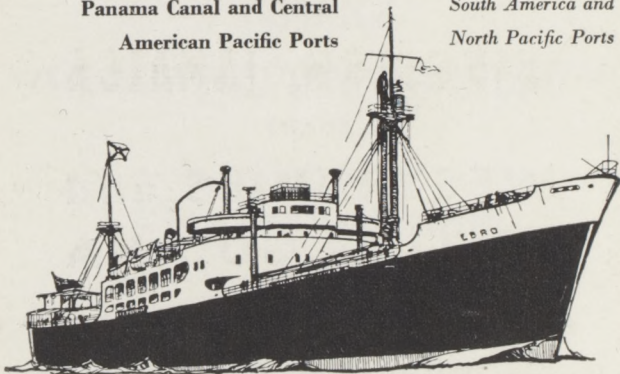
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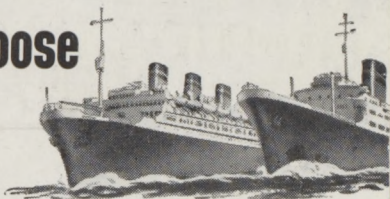
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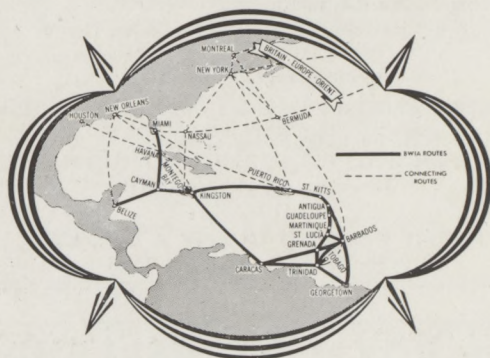
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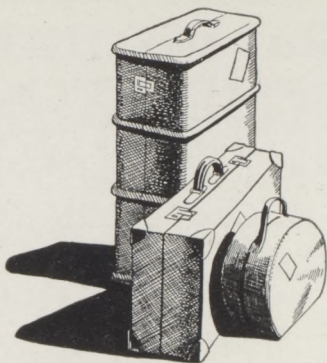
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